Final Subsequent Environmental Impact Report
South Los Angeles Area New High School No. 3

Prepared for

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Contents

Executive Summary ..... **xi**
Introduction xi
Project Location and Setting xii
Project Description xii
Proposed Project Impacts xiv
Unavoidable Adverse Impacts xiv
Cumulative Impacts xv
Growth-Inducing Impacts xv
Alternatives to the Proposed Project xv
Areas of Known Controversy xv
Issues to Be Resolved xvi
Mitigation Measures xvi

Chapter 1 **Introduction** **1-1**
1.1 Purpose and Overview of the EIR Process 1-1
1.1.1 Use of the Program EIR 1-2
1.2 Scope of the EIR 1-2
1.3 Final SEIR Organization 1-4
1.4 Availability of the Draft SEIR 1-5

Chapter 2 **Project Description and Environmental Setting** **2-1**
2.1 Project Background 2-1
2.1.1 LAUSD New School Construction Program 2-1
2.2 Project Objectives 2-2
2.3 Project Location and Site Characteristics 2-3
2.3.1 Location 2-3
2.3.2 Physical Environmental Setting 2-3
2.4 Project Description 2-9
2.4.1 Project Components 2-10
2.5 Project Design Features 2-13
2.6 Required Permits and Approvals 2-16
2.6.1 Lead Agency Approval 2-17
2.6.2 Other Required Permits and Approvals 2-17
2.6.3 Reviewing Agencies 2-17
2.7 Cumulative Scenario 2-18

Chapter 3 **Environmental Analysis** **3-1**
3.1 Environmental Issues Addressed 3-1
3.2 Organization of Environmental Analysis 3-1
3.3 Terminology Used in This Analysis 3-1

Subchapter 3A **Aesthetics** **3A-1**
3A.1 Introduction 3A-1
3A.2 Existing Environmental Setting 3A-1
3A.3 Applicable Regulations 3A-2
3A.4 Impacts and Mitigation 3A-2
3A.5 Cumulative Impacts 3A-3

Subchapter 3B **Air Quality** **3B-1**
3B.1 Introduction 3B-1
3B.2 Existing Environmental Setting 3B-1

3B.3 Greenhouse Gas Emissions and Climate Change 3B-5
3B.4 Applicable Regulations 3B-7
3B.5 Existing Local Air Quality 3B-11
3B.6 Sensitive Receptors 3B-13
3B.7 Impacts and Mitigation 3B-14
3B.8 Cumulative Impacts 3B-22

Subchapter 3C **Cultural Resources 3C-1**
3C.1 Introduction 3C-1
3C.2 Existing Environmental Setting 3C-2
3C.3 Applicable Regulations 3C-4
3C.4 Impacts and Mitigation 3C-5
3C.5 Cumulative Impacts 3C-9

Subchapter 3D **Hazards and Hazardous Materials 3D-1**
3D.1 Introduction 3D-1
3D.2 Existing Environmental Setting 3D-1
3D.3 Applicable Regulations 3D-5
3D.4 Impacts and Mitigation 3D-6
3D.5 Cumulative Impacts 3D-9

Subchapter 3E **Noise 3E-1**
3E.1 Introduction 3E-1
3E.2 Existing Environmental Setting 3E-4
3E.3 Applicable Regulations 3E-8
3E.4 Impacts and Mitigation 3E-11
3E.5 Cumulative Impacts 3E-20

Subchapter 3F **Pedestrian Safety 3F-1**
3F.1 Introduction 3F-1
3F.2 Existing Environmental Setting 3F-1
3F.3 Applicable Regulations 3F-2
3F.4 Impacts and Mitigation 3F-5
3F.5 Cumulative Impacts 3F-11

Subchapter 3G **Transportation and Traffic 3G-1**
3G.1 Introduction 3G-1
3G.2 Existing Environmental Setting 3G-1
3G.3 Applicable Regulations 3G-12
3G.4 Impacts and Mitigation 3G-13
3G.5 Cumulative Impacts 3G-36

Chapter 4 **Alternatives Analysis 4-1**
4.1 Introduction and Overview 4-1
4.2 Project Objectives 4-2
4.3 Alternatives to the Proposed Project 4-2
4.3.1 Alternative 1. No Project/No Build Alternative 4-4
4.3.2 Alternative 2. Reduced Project Alternative 4-7
4.4 Environmentally Superior Alternative 4-11

Chapter 5 **Other CEQA Considerations 5-1**
5.1 Environmental Effects That Were Found Not to Be Significant 5-1
5.2 Irreversible Environmental Changes 5-1
5.3 Growth-Inducing Impacts 5-2
5.3.1 Direct Growth-Inducing Impacts in the Surrounding Environment 5-3

5.3.2 Indirect Growth-Inducing Impacts in the Surrounding Environment 5-3
5.4 Significant Unavoidable Environmental Impacts 5-3

Chapter 6 **Final EIR Introduction 6-1**
6.1 Environmental Review Process 6-1

Chapter 7 **Community Outreach and Public Review Process 7-1**
7.1 Notice of Preparation (NOP) 7-1
7.1.1 Newspaper Publications 7-1
7.1.2 U.S. Postal Mail 7-1
7.1.3 Notes Sent Home With Students at the Following Schools 7-1
7.1.4 Notices Walked Door-to-Door 7-2
7.1.5 Notices Delivered at Key Community Places 7-2
7.1.6 Notices Delivered Through Radio, Broadcast, and/or Electronic Media 7-2
7.2 Initial Study and NOP 7-2
7.3 Notice of Availability of a Draft Subsequent Environmental Impact Report 7-3
7.3.1 Newspaper Publications 7-3
7.3.2 U.S. Postal Mail 7-3
7.4 Draft SEIR 7-3
7.5 Community Outreach Distribution and Meetings 7-3
7.5.1 Notices Sent By U.S. Postal Mail: 7-3
7.5.2 Notices Sent Home With Students at the Following Schools: 7-4
7.5.3 Notices Walked Door-to-Door Within ½-mile Radius of the Following Locations: 7-4
7.5.4 Notices Delivered at Key Community Places: 7-4
7.5.5 Notices Delivered Through Radio, Broadcast, Print and/or Electronic Media 7-4

Chapter 8 **Response to Comments 8-1**
8.1 Introduction 8-1
8.2 Comments and Responses 8-1
8.2.1 Letter A—Governor's Office of Planning and Research 8-2
8.2.2 Letter B—Native American Heritage Commission 8-7
8.2.3 Letter C—Southern California Association of Governments 8-12
8.2.4 Letter D—Los Angeles County Metropolitan Transportation Authority (Metro) 8-14
8.2.5 Letter E—City of Los Angeles Department of Transportation 8-17
8.2.6 Letter F—Draft SEIR Public Meeting Comments 8-29

Chapter 9 **Changes to the Draft EIR 9-1**

Chapter 10 **Mitigation Monitoring and Reporting Program 10-1**
10.1 Introduction 10-1
10.2 Project Location and Description 10-1
10.3 Mitigation Monitoring and Reporting Program Description 10-2

Chapter 11 **Acronyms and Abbreviations 11-1**

Chapter 12 **References 12-1**

Chapter 13 **Report Preparation 13-1**
13.1 Report Preparers 13-1

Appendices

Appendix A IS/NOP and Comment Letters
Appendix B Air Quality Technical Study
Appendix C Historic Structures Evaluation
Appendix D Health Risk Assessment
Appendix E Noise Analysis
Appendix F Traffic Study
Appendix G Draft SEIR Distribution List/Public Notice of the Draft SEIR

Figures

Figure ES-1 Conceptual Site Plan xiii
Figure 1-1 The EIR Process 1-2
Figure 2-1 Target Search Area 2-5
Figure 2-2 Regional and Local Location Map 2-6
Figure 2-3 Parcel Map 2-7
Figure 2-4 Surrounding Land Uses 2-8
Figure 2-5 Conceptual Site Plan 2-11
Figure 2-6 Location of Related Projects 2-20
Figure 3A-1A Shading-Shadow—Summer Solstice 3A-5
Figure 3A-1B Shading-Shadow—Summer Solstice 3A-7
Figure 3A-2A Shading-Shadow—Winter Solstice 3A-9
Figure 3A-2B Shading-Shadow—Winter Solstice 3A-11
Figure 3E-1 Noise Monitoring Locations 3E-6
Figure 3F-1 Pedestrian Related Control and Recommended Routes 3F-3
Figure 3F-2 Pedestrian Volumes 3F-9
Figure 3G-1 Location of Study Intersections and Roadway Segments 3G-2
Figure 3G-2 Area Transit Lines 3G-5
Figure 3G-3 Existing—A.M. Peak Hour Volumes 3G-9
Figure 3G-4 Existing—P.M. Peak Hour Volumes 3G-10
Figure 3G-5 Existing Intersection Geometry 3G-11
Figure 3G-6 Locations of Related Projects 3G-16
Figure 3G-7 Future Plus Area Projects—A.M. Peak Hour Volumes 3G-18
Figure 3G-8 Future Plus Area Projects—P.M. Peak Hour Volumes 3G-19
Figure 3G-9 Project Trip Distribution—Inbound 3G-20
Figure 3G-10 Project Trip Distribution—Outbound 3G-21
Figure 3G-11 Future Plus Area Projects Plus Project—A.M. Peak Hour Volumes 3G-25
Figure 3G-12 Future Plus Area Projects Plus Project—P.M. Peak Hour Volumes 3G-27
Figure 3G-13 Existing Area Parking Availability 3G-33

Tables

Table ES-1 Significance of Environmental Parameters....xiv
Table ES-2 Summary of Mitigation Measures, Design Criteria, and Best Management Practices....xvii
Table 1-1 Required EIR Contents....1-4
Table 2-1 Permitted Uses in Zone Designations....2-9
Table 2-2 Related Projects....2-19
Table 3B-1 Federal and State Ambient Air Quality Standards....3B-8
Table 3B-2 Federal and State Attainment Status for Los Angeles County South Coast Air Basin....3B-9
Table 3B-3 SCAQMD Criteria for Pollutant Emissions During Construction....3B-11
Table 3B-4 Air Monitoring Station Annual Summary....3B-12
Table 3B-5 Unmitigated Maximum Daily Construction Emissions....3B-16
Table 3B-6 Operational Emissions....3B-18
Table 3B-7 Maximum Daily Construction Emissions with Mitigation....3B-19
Table 3B-8 Local Area Carbon Monoxide Dispersion Analysis....3B-19
Table 3B-9 Unmitigated Local Construction Impacts....3B-20
Table 3B-10 Cumulative Construction Emissions....3B-23
Table 3B-11 Cumulative Operational Emissions....3B-24
Table 3D-1 Off-Site Facilities Generating Hazardous Air Emissions....3D-3
Table 3E-1 Typical Sound Levels....3E-2
Table 3E-2 Demolition and Construction Equipment Source Noise Levels....3E-3
Table 3E-3 Vibration Velocities for Construction Equipment....3E-4
Table 3E-4 Summary of Noise Monitoring....3E-5
Table 3E-5 Summary of Traffic Noise Modeling for Existing Conditions....3E-7
Table 3E-6 Summary of Noise Levels Identified as Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety....3E-8
Table 3E-7 City of Los Angeles Presumed Ambient Noise Levels....3E-10
Table 3E-8 Acceptable Operational Vehicular Noise Levels Established by LAUSD....3E-10
Table 3E-9 Federal Transit Administration's Criteria for Acceptable Ground-borne Vibration and Noise Ground-borne Vibration Impact (VdB re 1 micro inch/sec)....3E-11
Table 3E-10 Vibration Source Levels for Construction Equipment....3E-15
Table 3E-11 Summary of Traffic Modeling for Existing Conditions....3E-18
Table 3E-12 Measured Ambient Noise Level Comparison, Belmont High School....3E-18
Table 3F-1 Intersections with Pedestrian Improvements....3F-2
Table 3G-1 Level of Service Interpretation....3G-7
Table 3G-2 Summary of Intersection Performance Existing (2007) Conditions (A.M. and P.M. Peak Hour)....3G-8
Table 3G-3 LADOT Thresholds....3G-13
Table 3G-4 LADOT Average Daily Traffic (ADT) Thresholds....3G-14
Table 3G-5 Related Projects....3G-15
Table 3G-6 Existing and Future No Project LOS Conditions (A.M. Peak Hour)....3G-17
Table 3G-7 Existing and Future No Project LOS Conditions (P.M. Peak Hour)....3G-22
Table 3G-8 Project Trip Generation—A.M. and P.M. Peak....3G-23
Table 3G-9 Project Trip Generation—Friday P.M. Peak....3G-24
Table 3G-10 Future with Project Level of Service Summary—A.M. Peak Hour....3G-26
Table 3G-11 Future with Project Level of Service Summary—P.M. Peak Hour....3G-28
Table 3G-12 Roadway Segment Vacation Impact—A.M. Peak Hour....3G-29
Table 3G-13 Roadway Segment Vacation Impact—P.M. Peak Hour....3G-29
Table 3G-14 Neighborhood Roadway Impact Analysis....3G-29

Table 3G-15 Effect of Mitigation Measures and Project Design Features 3G-31
Table 4-1 Summary of the Alternatives Impact Analysis 4-12
Table 8-1 List of Agencies and Persons Submitting Comments 8-1
Table 10-1 South Los Angeles Area New High School No. 3 Mitigation Monitoring Program 10-4
Table 13-1 List of Preparers and Reviewers 13-1

Executive Summary

INTRODUCTION

The Los Angeles Unified School District (LAUSD) is proposing to construct a high school (Proposed Project) in the north-central portion of LAUSD's South Region and within the South Central Community of the City of Los Angeles. The Proposed Project is intended to relieve school overcrowding consistent with the New School Construction Program and the Facilities Master Plan that are explained in Chapter 1 of this Subsequent Environmental Impact Report (SEIR). More specifically, the Proposed Project is intended to implement the Facilities Master Plan to provide for a portion of the educational needs of students within LAUSD's South Los Angeles Planning Area for grades 9 through 12.

A portion of the Proposed Project site, approximately 8 acres in size, had previously been selected by LAUSD in 2004 as the preferred site location for a smaller high school. The original project underwent California Environmental Quality Act (CEQA) evaluation, and a Final EIR was certified and the project was approved by the LAUSD Board of Education on December 13, 2005. However, due to safety concerns, approximately 2 acres along Slauson Avenue and South Hoover Street were removed from the original 8-acre Proposed Project site, leaving approximately 6 acres for development of the proposed high school. Structures on the parcels located on the original 6 acres of the previously-approved project site are in the process of being demolished as part of the previously approved project. In order to have enough acreage to support a high school, approximately 9 acres were added to the southern portion of the original 6-acre Proposed Project site, for a new high school site that totals approximately 15 acres. The Proposed Project would fulfill the following major objectives:

- Provide a neighborhood high school for grades nine through twelve on a single-track, two-semester calendar relieve overcrowding and restore pre-2002 classroom size norms at existing schools within the South Los Angeles Planning Area, including at Manual Arts High School as well as evening adult school use
- Create a school that is a center of community engagement both during and outside of normal operating hours
- Maintain traditional classroom instruction hours for high school students of approximately 8:00 A.M. to 3:00 P.M.
- Maintain existing opportunities for after-school athletic and extra-curricular activities
- Reduce reliance on portable classrooms as soon as possible
- Maximize the use of limited bond funds to provide the needed classroom facilities
- Build and maintain schools that reflect the wise and efficient use of limited land and public resources
- Provide playfields for students and community use outside normal school operating hours
- Create a school that is a center of community engagement both during and outside of normal school operating hours

This document is a Subsequent EIR, prepared in accordance with the *California Environmental Quality Act* (CEQA). It provides an overview of the Proposed Project and alternatives, identifies the anticipated environmental impacts from the project and the alternatives, and identifies mitigation measures to reduce the level of significance of any impacts.

PROJECT LOCATION AND SETTING

The Proposed Project site is located in the south central area of the City of Los Angeles on the northeast corner of Menlo Avenue and 60th Street, approximately 0.5 mile west of the Harbor Freeway (State Highway 110) and 3.5 miles south of the Santa Monica Freeway (Interstate 10). The Proposed Project site is bounded by residential uses along West Slauson Avenue on the north, South Hoover Street on the east, 60th Street on the south and Menlo Avenue on the west. Figure 2-2 illustrates the location (regional and local) of the Proposed Project site.

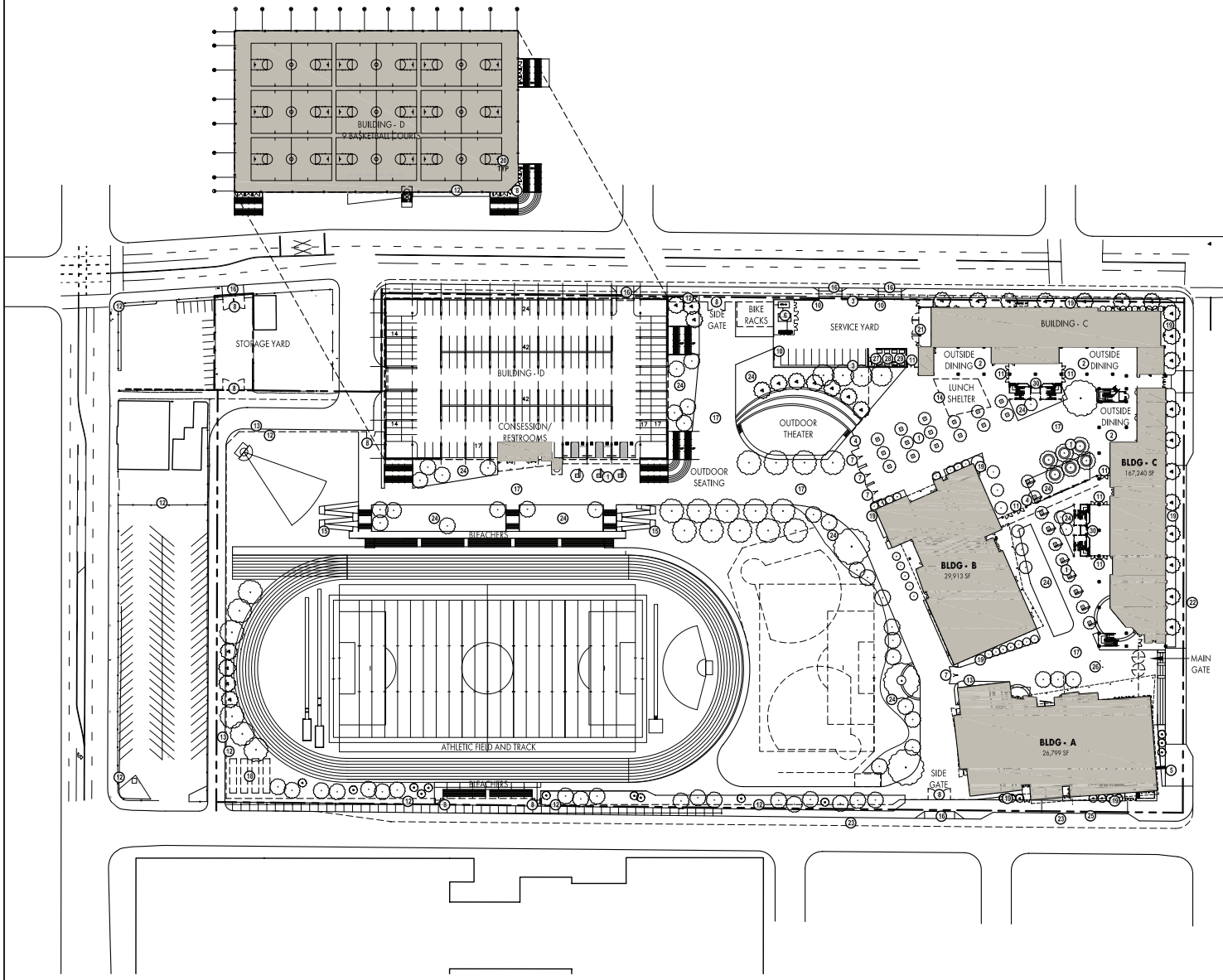
A part of the Proposed Project site had previously been selected by LAUSD as the preferred site for a proposed LAUSD high school, which was smaller in size (approximately 8 acres) and comprised of 62 parcels. However, due to safety concerns, approximately 8 acres on 17 parcels along Slauson Avenue and Hoover Street were removed from the Proposed Project site, leaving approximately 6 acres for development of the proposed high school. In addition, approximately 9 acres on 62 parcels were added to the southern portion of the Proposed Project site, for a total of approximately 15 acres.

PROJECT DESCRIPTION

The Proposed Project is the development and operation of the South Los Angeles Area New High School No. 3 within LAUSD's Local District 7. The Proposed Project consists of multiple three- to four-story buildings, encompassing approximately 193,000 square feet for 2,025 students in grades 9 through 12. Proposed facilities include 75 classrooms, library/media center and multipurpose room, food services, associated support facilities, an underground parking structure, and a football stadium with 1,500 total seats. In addition, the proposed campus would include other hardcourts and playfields, which may include field lights. The Proposed Project may also provide evening adult and continuing education programs, which would operate Monday through Thursday, outside of normal school hours (after 3:00 P.M.). The number of students, faculty and staff attending the adult education sessions would vary, depending on need. However, 15 classrooms would be set aside to accommodate this component of the Proposed Project.

Figure ES-1 shows a conceptual site plan for the Proposed Project.

The proposed school would operate on a single-track, two-semester calendar. Anticipated school hours would be from approximately 8:00 A.M. to 3:00 P.M., with staff and students of the proposed high school arriving on campus between approximately 7:00 A.M. and 8:00 A.M. and leaving between approximately 3:00 P.M. and 5:00 P.M. The Proposed Project may have after school programs for the students, such as athletic activities, special-interest clubs, and extra-curricular activities. Additionally, the Proposed Project may have occasional nighttime events during the school year.



LEGEND

1. RAISED PLANTER, S.L.D.
2. PICNIC BENCH, N.I.C.
3. 8'-0" HIGH CONCRETE BLOCK WALL
4. 8'-0" HIGH ORNAMENTAL METAL FENCE
5. SCHOOL MONUMENT SIGN
6. ELECTRICAL SERVICE ENCLOSURE
7. PAIR OF 10'-0" WIDE X 8'-0" HIGH ORNAMENTAL METAL GATES
8. PVC COATED CHAIN LINKED GATE(S)
9. LINE OF CANOPY ABOVE
10. V-WHEEL ROLLER GATE
11. ORNAMENTAL GATE(S)
12. 12'-0" PVC COATED HIGH CHAIN LINKED FENCE
13. CONCRETE CURB
14. LINE OF LUNCH SHELTER ABOVE
15. CONCRETE RAMP
16. CURB CUT LOS ANGELES CITY STD.
17. CONCRETE PAVING
18. FEMA CONTAINERS
19. DECOMPOSED GRANITE, S.L.D.
20. BASKETBALL BACKBOARD, S.L.D.
21. LOADING DOCK
22. CAR LOADING / UNLOADING ZONE
23. BUS LOADING / UNLOADING ZONE
24. GRASS CRETE PAVING
25. SCHOOL BUS LOADING/UNLOADING SIGN
26. FLAG POLES
27. TRASH COMPACTOR
28. TRASH BINS
29. RECYCLE BINS
30. ELEVATOR TOWER

0' 128' 64' 256'

NORTH

***Source*:** CSDA Architects, 2007.

EIP ASSOCIATES

A division of PBS&J

FIGURE **ES-1**

Conceptual Site Plan

D21300.00

Los Angeles Unified School District

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PROPOSED PROJECT IMPACTS

Based on the initial scoping, as documented in the Initial Study (IS) for the project, LAUSD determined that a SEIR should be prepared for the Proposed Project. A summary of the impacts, mitigation measures, and residual impacts for the Proposed Project and alternatives is provided herein.

This SEIR focuses on those environmental impact categories identified by LAUSD as having "potentially significant" impacts during the notice of preparation, scoping process, and public review period for the Initial Study. As discussed in Chapter 5, "Other CEQA Considerations," several specific environmental concerns were found to have no impact or a less-than-significant-impact and, therefore, are not discussed in this document. Environmental parameters are listed in Table ES-1 by the level of significance of their impacts, as initially determined in the IS (Appendix A) or after further analysis in the SEIR.

Table ES-1 Significance of Environmental Parameters

No Impact	*Less-Than-Significant Impact*	*Potentially Significant Impact Unless Mitigation is Incorporated*	*Potentially Significant Impact*
Agricultural Resources	Aesthetics	Pedestrian Safety	Air Quality
	Biological Resources		Noise
	Cultural Resources		Transportation/Traffic
	Geology and Soils		
	Hazards and Hazardous Materials		
	Hydrology and Water Quality		
	Land Use and Planning		
	Mineral Resources		
	Population and Housing		
	Public Services		
	Recreation		
	Utilities and Service Systems		

UNAVOIDABLE ADVERSE IMPACTS

It has been determined that implementation of the Proposed Project would result in significant adverse impacts to air quality, noise, and traffic that cannot be mitigated to less-than-significant levels. These impacts are listed below. A detailed discussion of the impacts can be found in Chapter 3 (Environmental Impact Analysis) of this SEIR.

- Air Quality
  - The Proposed Project would violate an air quality standard and/or contribute substantially to an existing or projected air quality violation.
  - The Proposed Project would expose sensitive receptors to substantial pollutant concentrations.
- Noise
  - The Proposed Project would result in the 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.

  - › The Proposed Project would result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels during project construction.
  - › The Proposed Project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- Traffic and Transportation
  - › The Proposed Project would result in inadequate parking supply during the Friday P.M. peak period.

For significant and unavoidable impacts, decision makers must adopt a "Statement of Overriding Considerations," under CEQA Section 15093, if the project is to be approved.

CUMULATIVE IMPACTS

It has also been determined that implementation of the Proposed Project would result in cumulatively significant impacts with regard to air quality and transportation that cannot be mitigated to less than significant levels. A detailed discussion of these impacts can be found in Chapter 3 (Environmental Impact Analysis) of this SEIR.

GROWTH-INDUCING IMPACTS

The new school would not induce growth, but rather would accommodate the population growth that has already occurred and which will continue to occur over time.

ALTERNATIVES TO THE PROPOSED PROJECT

Alternatives to a project usually take the form of no project, reduced project size, different project design, and/or suitable alternative project sites. The range of alternatives discussed in a SEIR is governed by a "rule of reason" that requires the identification of only those alternatives necessary to permit a reasoned choice between the alternatives and Proposed Project. Two alternatives are considered as reasonable project alternatives due to their potential to attain at least some of the project objectives and lessen or avoid some of the significant environmental effects resulting from implementation of the Proposed Project. The no project alternative is required under CEQA and also is considered. A "reasonably foreseeable development" alternative also is considered, despite the fact that it would not achieve any of the educational objectives of the project.

- Alternative 1: No-Project/No Development
- Alternative 2: Reduced Project

AREAS OF KNOWN CONTROVERSY

Section 15123 of the CEQA guidelines requires that an EIR summary identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. Some issues of concern were expressed at a public scoping meeting for the SEIR and through responses to the Notice of Preparation (NOP). The following issues of concern were expressed:

- Building a school adjacent to an existing railroad
- Building a school near the I-110 Freeway
- Hazards and hazardous materials

- Proposed access points
- Pedestrian safety
- Traffic and transportation

The issues mentioned above have been incorporated into the environmental analysis of the Proposed Project and are described in Chapter 3 of this SEIR.

ISSUES TO BE RESOLVED

Section 15123(b)(3) of the state CEQA guidelines requires that an EIR present issues to be resolved by the lead agency. These issues include the choice between alternatives and whether or how to mitigate potentially significant impacts. The major issues to be resolved by LAUSD, as the lead agency, for the Proposed Project include whether:

- This SEIR adequately describes the environmental impacts of the Proposed Project
- The recommended mitigation measures should be adopted or modified
- Additional mitigation measures need to be applied to the Proposed Project
- The Proposed Project should or should not be approved

MITIGATION MEASURES

Table ES-2 provides a summary of the mitigation measures, design standards, and construction best management practices (BMPs) presented in this SEIR.

Table ES-2 Summary of Mitigation Measures, Design Criteria, and Best Management Practices

Impact	*Significance*	*Mitigation Measure(s)*	*Level of Significance After Mitigation*
MITIGATION MEASURES			
Air Quality			
3.B-1 Violate any air quality standard or contribute substantially to an existing or projected air quality violation. ***(Construction)***	Potentially Significant	**M-3B.1** Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.	Significant and Unavoidable
3.B-3 Expose sensitive receptors to substantial pollutant concentrations. ***(Construction)***	Potentially Significant	Mitigation measure **M-3B.1** would apply to this impact.	Significant and Unavoidable
Noise			
3.E-1 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. ***(Construction)***	Potentially Significant	**M-3E.1** In accordance with the City of Los Angeles Municipal Code Section 41.40, the LAUSD shall require by contract specifications that construction activities be limited to 7:00 A.M. to 9:00 P.M. Monday through Friday, 8:00 A.M. to 6:00 P.M. on Saturday, and no construction on Sunday and federal holidays, as appropriate, in order to minimize disruption to sensitive receptors in the vicinity of the Proposed Project site. **M-3E.2** The LAUSD shall require the construction contractor to utilize construction equipment that has been muffled or otherwise shielded. **M-3E.3** LAUSD's construction contractor shall implement the use of sound blankets along the eastern and southern boundaries of the Proposed Project site, as well as along the western boundary of the Proposed Project site from the intersection of Menlo Avenue and West 60th Street for a distance of 600 feet. **M-3E.4** The LAUSD's construction contractor shall require stationary construction equipment material and vehicle staging to be placed to direct noise away from sensitive receptors, as feasible. **M-3E.5** The LAUSD's construction contractor shall provide advance notification to adjacent property owners and post notices at the Proposed Project site with regard to the schedule of construction activities.	Significant and Unavoidable
3.E-2 Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels. ***(Construction)***	Potentially Significant	Mitigation measures **M-3E.1** through **M-3E.5** would apply to this impact.	Significant and Unavoidable
3.E-4 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. ***(Construction)***	Potentially Significant	Mitigation measures **M-3E.1** through **M-3E.5** would apply to this impact.	Significant and Unavoidable

Table ES-2 Summary of Mitigation Measures, Design Criteria, and Best Management Practices

Impact	*Significance*	*Mitigation Measure(s)*	*Level of Significance After Mitigation*
Pedestrian Safety			
3.F-1 Substantially increase vehicular and/or pedestrian safety hazards due to a design feature or incompatible uses. ***(Construction)***	Potentially Significant	**M-3F.1** Four months prior to opening the school, LAUSD's OEHS shall contact LADOT to coordinate the installation of appropriate traffic controls, school warning and speed limit signs, school crosswalks, and pavement markings. This shall include, but not be limited to, the installation of "Right Turn Only" controls at the ingress and egress points for the faculty/staff parking lot. All signage, traffic controls, crosswalks, and pavement markings shall be installed prior to opening of the school. **M-3F.2** Four months prior to the opening of the proposed school, LAUSD's OEHS shall contact LADOT to coordinate the installation of signs to create passenger loading zones. The precise locations and lengths of the restricted on-street parking zones would be determined jointly by the LAUSD and LADOT. All signage for passenger loading zones shall be installed prior to opening of the school. **M-3F.3** Six months prior to opening of the new school, LAUSD shall coordinate with LADOT's Citywide Traffic Control Programs Section to prepare the official "Pedestrian Routes to School" map. This map would provide a final adopted pedestrian route network, with indications for both sides of each included roadway. As part of the "Pedestrian Routes to School" program, parents and students shall be notified to use the existing traffic safeguards. **M-3F.4** In order to prohibit pedestrian travel along the Slauson Avenue right-of-way, no-crossing signage shall be installed at the Menlo Avenue and West Slauson Avenue intersection.	Less than Significant
Traffic and Transportation			
3.G-1 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 capacity ratio on roads, or congestion at intersections). ***(Operation)***	Potentially Significant	**M-3G.1** LAUSD shall provide signalization at Menlo Avenue and Slauson Avenue. Installation of the traffic signal shall be coordinated with LADOT. **M-3G.2** LAUSD shall provide a traffic signal and appropriate traffic controls at the Vermont Avenue and 60th Street intersection. Installation of the traffic signal shall be coordinated with LADOT. **M-3G.3** LAUSD shall coordinate with LADOT for the contribution to an ATSAC and ATCS signal synchronization program at the intersections of Vermont Avenue and Slauson Avenue. **M-3G.4** LAUSD shall coordinate with LADOT for the contribution to an ATSAC and ATCS signal synchronization program at the intersections of Hoover Avenue and Slauson Avenue. **M-3G.5** LAUSD shall implement manual traffic control measures during scheduled games at major intersections to minimize the temporary congestion resulting from capacity use of the stadium. **M-3G.6** In an effort to mitigate roadway segment impacts, LAUSD shall coordinate with LADOT and contribute toward the development of a Neighborhood Traffic Management Plan, which would be implemented by the City.	Less than Significant

Table ES-2 Summary of Mitigation Measures, Design Criteria, and Best Management Practices

Impact	*Significance*	*Mitigation Measure(s)*	*Level of Significance After Mitigation*
3.G-3 Result in inadequate parking capacity. ***(Operation – Friday PM)***	Potentially Significant	No feasible mitigation measures are available.	Significant and Unavoidable

Impact	*Best Management Practice(s) and/or Design Standard(s)*
BEST MANAGEMENT PRACTICES (BMPs)	
Air Quality	
3.B-1 Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ***(Construction)***	LAUSD's construction contractor shall comply with all applicable South Coast Air Quality Management District (SCAQMD) rules and regulations in carrying out its Program. To reduce the potential for significant hazardous emissions during a removal action, LAUSD or its construction contractor shall: ■ Maintain slow speeds with all vehicles; ■ Maintain construction equipment in accordance with manufacturer's specifications. ■ Load impacted soil directly into transportation trucks when feasible to minimize soil handling; ■ During dumping, minimize soil drop height into transportation trucks or stockpiles; ■ During transport, cover or enclose trucks transporting soils, increase freeboard requirements, and repair trucks exhibiting spillage due to leaks; and ■ Place stockpiled soil in areas shielded from prevailing winds.
3.B-3 Expose sensitive receptors to substantial pollutant concentrations? ***(Construction)***	
3.B-4 (Cumulative) 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 that exceed quantitative thresholds for ozone precursors)? ***(Construction and Operation)***	
Hazards and Hazardous Materials	
3.D-2 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? ***(Construction)***	LAUSD shall assess and remediate hazardous materials at the Proposed Project site under supervision of the Department of Toxic Substances Control (DTSC).

Table ES-2 Summary of Mitigation Measures, Design Criteria, and Best Management Practices

Impact	*Best Management Practice(s) and/or Design Standard(s)*
Hydrology and Water Quality	
4H-a Violate any water quality standards or waste discharge requirements? ***(Construction)***	LAUSD's construction contractor shall obtain a National Pollution Discharge Elimination System (NPDES) permit from the Los Angeles Regional Water Quality Control Board (RWQCB) with requirements for discharge, BMPs and Stormwater Pollution Prevention Program (SWPPP). LAUSD's construction contractor shall properly discharge any water accumulation within the excavation pit in accordance with BMPs and a dewatering plan that must be developed and approved prior to construction as part of the NPDES General Construction Stormwater Permit.
Noise	
3.E-1 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? ***(Construction)***	LAUSD shall require the construction contractor to keep properly functioning mufflers on all internal combustion and vehicle engines used in construction. LAUSD shall require its construction contractor to provide advance notice of the start of construction to all noise sensitive receptors, businesses, and residences adjacent to the project area. This notice should include specifically where and when construction activities will occur and provide contact information for filing noise complaints. During construction activities, the construction contractor shall locate portable equipment and shall store and maintain equipment as far as possible from the adjacent residents, when feasible. LAUSD's construction contractor shall comply with all applicable noise ordinances of the affected jurisdiction.
3.E-3 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ***(Construction)***	
3.E-4 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ***(Construction)***	
Traffic and Transportation	
3.H-1 Cause an increase in traffic that 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 capacity ratio on roads, or congestion at intersections)? ***(Construction)***	LAUSD shall require its contractors to submit a construction worksite traffic control plan to the City of Los Angeles Department of Transportation (LADOT) for review prior to construction. The plan shall show the location of any haul routes, construction hours, protective devices, warning signs, and access to abutting properties.
Utilities and Service Systems	
4Q-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? ***(Operation)***	LAUSD's construction contractor shall coordinate with the City of Los Angeles Departments of Public Works, Bureau of Sanitation, and Bureau of Engineering or other appropriate jurisdictions and departments prior to the relocation or upgrade of any sewer facilities to reduce the potential for disruptions in service.
4Q-f Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ***(Construction)***	To ensure optimal diversion of solid resources generated by a project, LAUSD shall require its contractors to reuse, recycle, salvage or dispose of non-hazardous waste materials generated during demolition and/or new construction (Construction & Demolition Waste) when feasible, to foster material recovery and reuse and to minimize disposal in landfills.

Table ES-2 Summary of Mitigation Measures, Design Criteria, and Best Management Practices

Impact	*Best Management Practice(s) and/or Design Standard(s)*
4Q-g Comply with federal, State, and local statutes and regulations related to solid waste? ***(Construction)***	To ensure optimal diversion of solid resources generated by a project, LAUSD shall require its contractors to reuse, recycle, salvage or dispose of non-hazardous waste materials generated during demolition and/or new construction (Construction & Demolition Waste) when feasible, to foster material recovery and reuse and to minimize disposal in landfills.
DESIGN STANDARDS	
Aesthetics	
4A-d Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? ***(Operation)***	All "luminaries" or lighting sources in connection with school construction projects shall be installed in such a manner as to minimize glare for proximal pedestrians and drivers, and to minimize light spilling onto adjacent properties.
Cultural Resources	
3.C-1 Result in a substantial adverse change in an historical resource through: ■ Demolition or destruction of an historical resource ■ Relocation, conversion, rehabilitation, or alteration of an historical resource that materially impairs the significance of the resource ■ Alteration to the immediate surroundings of an historical resource that materially impairs the significance of the resource? ***(Construction)***	Where feasible, LAUSD's construction contractor shall re-use rather than destroy historical resources, as identified in the project-specific Cultural Resources Study. LAUSD's construction contractor will take the following steps when dealing with historical resources: ■ Retain and preserve the historic character of a building, structure, or site where feasible; ■ Treat distinctive architectural features or examples of skilled craftsmanship that characterize a building with sensitivity where feasible; ■ Conceal reinforcement required for structural stability or the installation of life safety or mechanical systems wherever feasible; and ■ Undertake surface cleaning of historic structures with the gentlest means possible. Avoid sandblasting and chemical treatments.
Geology and Soils	
4F-a(iii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic ground failure, including liquefaction? ***(Construction)***	A Seismic Hazard Evaluation will be completed for each new school construction project, where appropriate, to satisfy state requirements
Hazards and Hazardous Materials	
3.D-3 Be located within one-fourth mile of any facilities, which might be reasonably anticipated to emit hazardous or acutely hazardous materials, substances or waste? ***(Operation)***	Under CHPS, the Proposed Project must meet the performance requirements of California Occupational Safety and Health Administration (Cal/OSHA) Minimum Ventilation Standard which requires the design of building ventilation systems to: a) ensure that the continuous delivery of outside air is no less than the governing design standard; and b) occur at all times rooms are occupied. The design must ensure that the supply operates in continuous mode and is not readily defeated (i.e., blocked registers or windows) during occupancy periods.

Table ES-2 Summary of Mitigation Measures, Design Criteria, and Best Management Practices

Impact	*Best Management Practice(s) and/or Design Standard(s)*
Noise	
3.E-1 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? ***(Operation)***	Classrooms shall be designed to achieve an acoustical performance of 45 dBA L_{eq} background noise level (unoccupied) or better. Where excessive noise from operation of the new or expanded school site could disturb adjacent residential uses, the Proposed Project might incorporate buffers, such as masonry walls, between playgrounds and adjacent residential uses.
3.E-3 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ***(Operation)***	
3.E-4 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ***(Operation)***	
Public Services	
3.G-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 objectives for any of the public services: **a.** Fire Protection? ***(Operation)***	LAUSD shall reduce impacts to fire protection services in connection with new construction projects by: ■ Having local fire jurisdictions review all site plans prior to the State Fire Marshal's final approval; and, ■ Providing a full site plan for the local review, including the location of all buildings, both existing and proposed, fences, drive gates, retaining walls, and other construction affecting Fire Department access, with unobstructed fire lanes for access indicated.
Utilities and Service Systems	
4Q-d Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ***(Operation)***	LAUSD's construction contractor shall coordinate with the City of Los Angeles Department of Water and Power or other appropriate jurisdiction and department prior to the relocation or upgrade of any water facilities to reduce the potential for disruptions in service. With respect to outdoor systems, the CHPS criteria require the landscape and ornamental water use budget to conform to applicable local Water Efficient Landscape Ordinances. If no local ordinance is applicable, then the water use budget must conform to the landscape and ornamental budget outlined by the California Department of Water Resources.
4Q-f Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ***(Operation)***	Under CHPS, the Proposed Project must meet local ordinance requirements for recycling space and provide an easily accessible area serving the entire school that is dedicated to the separation, collection, and storage of materials for recycling including, at a minimum, paper (white ledger, mixed, and cardboard), glass, plastics, and metals.
4Q-g Comply with federal, State, and local statutes and regulations related to solid waste? ***(Operation)***	Under CHPS, the Proposed Project must meet local ordinance requirements for recycling space and provide an easily accessible area serving the entire school that is dedicated to the separation, collection, and storage of materials for recycling including, at a minimum, paper (white ledger, mixed, and cardboard), glass, plastics, and metals.

Chapter 1 Introduction

1.1 PURPOSE AND OVERVIEW OF THE EIR PROCESS

The Los Angeles Unified School District (LAUSD) is proposing to construct a 2,025-seat high school on an approximately 15-acre site in the LAUSD's South Region area and within the South Los Angeles community of the City of Los Angeles. The Proposed Project is known as South Los Angeles Area New High School (SLAANHS) No. 3. All "projects" within the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project in accordance with the *California Environmental Quality Act* (CEQA).[1]

CEQA was enacted in 1970 by the California Legislature to disclose to decision makers and the public the significant environmental effects of proposed activities and the ways to avoid or reduce the environmental effects by requiring implementation of feasible alternatives or mitigation measures. CEQA applies to all California government agencies at all levels, including local agencies, regional agencies, and state agencies, boards, commissions, and special districts (such as LAUSD). As such, LAUSD is required to conduct an environmental review to analyze the potential environmental effects associated with the Proposed Project. LAUSD is the lead agency for the preparation of this Final Subsequent Environmental Impact Report (SEIR) in accordance with CEQA.

The Draft EIR is circulated to the public and affected agencies for review and comment. One of the primary objectives of CEQA is to enhance public participation in the planning process; public involvement is an essential feature of CEQA.[2] Community members are encouraged to participate in the environmental review process, request to be notified, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the agency. The environmental review process provides ample opportunity for the public to participate through scoping, public notice, and public review of CEQA documents, and public hearings (see Figure 1-1 below). Additionally, lead agencies are required to respond to public comments in Final EIRs and consider comments from the scoping process in the preparation of the Draft EIR.

A portion of the Proposed Project site, approximately 8 acres in size, had previously been selected by LAUSD in 2004 as the preferred site location for a smaller high school, approximately 1,215 seats. The original project underwent CEQA evaluation, and a Final EIR was certified and the project was approved by the LAUSD Board of Education on December 13, 2005. However, due to safety concerns, approximately 2 acres along Slauson Avenue and South Hoover Street were removed from the original 8-acre Proposed Project site, leaving approximately 6 acres for development of the proposed high school. In order to have enough acreage to support a high school, approximately 9 acres were added to the southern portion of the original six-acre Proposed Project site, for a new high school site that totals approximately 15 acres. It should be noted that the structures located on the original 6 acres of the previously-approved project site are in the process of being demolished as part of the previously approved project.

[1] California Environmental Quality Act (CEQA), Public Resources Code (PRC), §21000 et al., 2004.
[2] Ibid.

1.1.1 Use of the Program EIR

The Los Angeles Board of Education (Board) certified a Program EIR (PEIR) on June 8, 2004 that provides environmental review for the New School Construction program in accordance with the requirements of CEQA.[3] The New School Construction Program is a multi-phased program. The objective of the program is to provide over 200,000 new classroom seats within the LAUSD by the year 2020. This SEIR provides more specific, project-level analysis through a process known as "tiering."[4] This document incorporates the PEIR by reference and concentrates on site-specific issues related to the Proposed Project. The PEIR also includes standard mitigation measures and related performance standards that LAUSD will apply to the Proposed Project as appropriate.

The preparation of an EIR is guided by a complex set of laws and guidelines. The process begins by determining whether or not the project is subject to environmental review. The second phase involves preparation of an Initial Study (IS) to determine whether the project may have a potentially significant environmental effect. If it is determined that the project could result in potentially significant environmental effects that could not be mitigated to less than significant levels, then the topical issues (e.g., traffic, noise, etc.) that contribute to these potentially significant effects will be identified in the IS and addressed in the Draft EIR.

The IS prepared by LAUSD on the Proposed Project determined that the project would require the preparation of an EIR. The Draft EIR is circulated for public and interested parties to review and provide comments. Responses to any comments received and any necessary revisions to the Draft EIR are provided in the Final EIR. The Final EIR is considered for certification by LAUSD Board of Education following the public review and comment period and before a decision is made on the project. A diagram illustrating the CEQA process is shown in Figure 1-1 below.

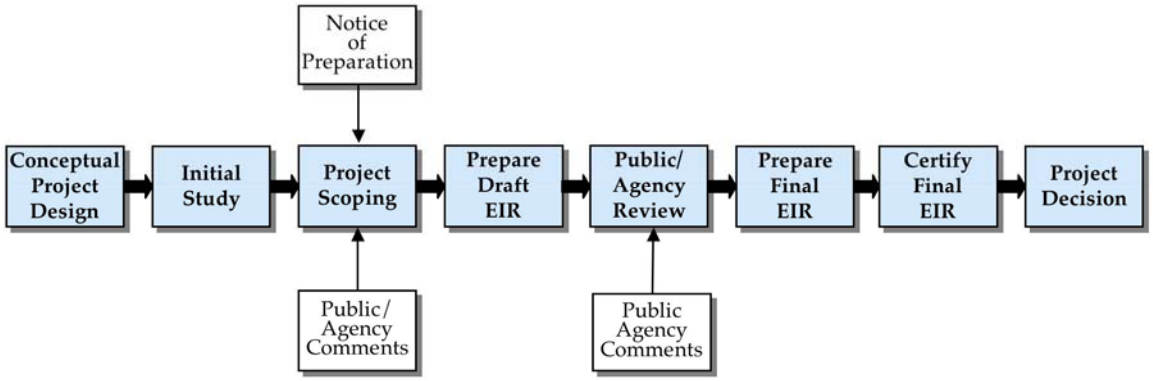


Figure 1-1 The EIR Process

1.2 SCOPE OF THE EIR

This section provides a summary of the issues addressed in this SEIR. This SEIR was prepared following input from the public, responsible agencies, and affected agencies through the EIR scoping process, which included the following:

[3] LAUSD, Office of Environmental Health and Safety (OEHS), *New School Construction Program, Final Environmental Impact Report* (incorporates the *New School Construction Program, Draft PEIR*), Board Certified June 8, 2004.
[4] Ibid.

- In accordance with the State CEQA Guidelines, a Notice of Preparation (NOP) and IS were prepared and distributed to responsible agencies, affected agencies, and other interested parties.[5]
- The NOP was posted in the County Clerk's office for 30 days. The NOP was submitted to the State Clearinghouse to officially solicit participation in determining the scope of the EIR.
- A public scoping meeting was held on April 10, 2007 at the Budlong Avenue Elementary School, located at 5940 Budlong Avenue, Los Angeles, to gather input from the local community regarding the scope of the EIR. A summary of the comments received during the scoping meeting is provided in Appendix A.
- Information requested and input provided during the 30-day public review period, regarding the contents of the NOP/IS and the scope of the EIR, were incorporated in this SEIR.

The content of the SEIR was established based on the findings in the IS and public and agency input. Under CEQA Guidelines, the analysis in the EIR is focused on issues determined in the IS to be potentially significant.[6] Issues found in the IS to have less than significant impacts or no impact, do not require further evaluation in the Draft EIR. Therefore, based on the analysis contained in the IS, the following issue areas were determined to have less than significant impacts with respect to implementation of the Proposed Project and would not require further evaluation in the SEIR:

- Agricultural Resources
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

This SEIR analyzes the following environmental issues:

- Aesthetics
- Air Quality
- Cultural Resources
- Hazards and Hazardous Materials
- Noise
- Pedestrian Safety
- Transportation and Traffic

Mitigation measures to reduce impacts to a less than significant level are proposed whenever feasible. In addition to the environmental issues identified above, this SEIR also includes all of the sections required

[5] California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, § 15063, 2004.
[6] Ibid., § 15000, 2004.

by the CEQA Guidelines.[7] Table 1-1 contains a list of sections required under CEQA Guidelines, along with a reference to the chapter where these items can be found.[8]

Table 1-1 Required EIR Contents

Section Title	*Location*
Table of contents (Section 15122)	Table of Contents
Summary (Section 15123)	Executive Summary
Introduction (Section 15122)	Chapter 1
Project description (Section 15124) and environmental setting	Chapter 2
Significant environmental impacts (Section 15126.2)	Chapter 3A–3G
Unavoidable significant environmental impacts (Section 15126.2)	Chapter 5
Mitigation measures (Section 15126.4)	Chapter 3A–3G
Cumulative impacts (Section 15130)	Chapter 3A–3G
Alternatives to the Proposed Project (Section 15126.6)	Chapter 4
Growth-inducing impacts (Section 15126.2)	Chapter 5
Effects found not to be significant (Section 15128)	Chapter 5
Organizations and persons consulted (Section 15129)	Chapters 6 and 7
List of preparers	Chapter 7

1.3 FINAL SEIR ORGANIZATION

The Final SEIR is organized into the following chapters so the reader can easily obtain information about the Proposed Project and related environmental issues:

- **Executive Summary**—Presents a summary of the Proposed Project and alternatives, potential impacts and mitigation measures, and impact conclusions regarding growth inducement and cumulative impacts.
- **Chapter 1: Introduction**—Describes the purpose and use of the Final SEIR, provides a brief overview of the Proposed Project, and outlines the organization of the Final SEIR.
- **Chapter 2: Project Description and Environmental Setting**—Describes the project location, project details, baseline environmental setting and existing physical conditions and the LAUSD's overall objectives for the Proposed Project.
- **Chapter 3: Environmental Analysis**—Describes the existing conditions, or setting, before project implementation; methods and assumptions used in impact analysis; thresholds of significance; impacts that would result from the Proposed Project; and applicable mitigation measures that would eliminate or reduce significant impacts for each environmental issue.
- **Chapter 4: Alternatives Analysis**—Evaluates the environmental effects of project alternatives, including the No-Project Alternative and Environmentally Superior Project Alternative.
- **Chapter 5: Other CEQA Considerations**—Includes a discussion of issues required by CEQA that are not covered in other chapters. This includes unavoidable adverse impacts, impacts found not to be significant, irreversible environmental changes, and growth inducing impacts.

[7] California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, § 15000, 2004.
[8] Ibid.

- **Chapter 6: Final SEIR Introduction**—Presents a further introduction to the steps taken to finalize the SEIR.
- **Chapter 7: Community Outreach and Public Review Process**—Identifies the steps taken by LAUSD to inform the public and interested parties of the availability of the Draft SEIR for comment.
- **Chapter 8: Responses to Comments**—Provides copies of all of the comments received during the public review period for the Draft SEIR and the LAUSD responses to those comments.
- **Chapter 9: Changes to the Draft SEIR**—Details any and all amendments /revisions to the text of the Draft SEIR following the public review period.
- **Chapter 10: Mitigation Monitoring and Reporting Program**—Details the mitigation measures of the proposed project and their corresponding timing requirements and designated responsible parties.
- **Chapter 11: References**—Identifies the documents and individuals consulted in preparing the Final SEIR.
- **Chapter 12: Acronyms/Abbreviations**—Presents a list of the acronyms and abbreviations.
- **Chapter 13: Report Preparation**—Lists the individuals involved in preparing the Final SEIR and organizations and persons consulted.
- **Appendices**—Presents data supporting the analysis or contents of the Final SEIR. The Appendices include the following:
  - Appendix A: Notice of Preparation, Initial Study, and Comments on Initial Study
  - Appendix B: Air Quality Analysis
  - Appendix C: Historic Structure Evaluation
  - Appendix D: Health Risk Assessment
  - Appendix E: Noise Analysis
  - Appendix F: Traffic Study
  - Appendix G: Draft SEIR Public Agencies Distribution List/Public Notice of the Draft SEIR

Additional documents referenced in this SEIR that are not included in the appendices are available at LAUSD's Office of Environmental Health and Safety located at 1055 West 7th Street, 9th Floor, Los Angeles.

1.4 AVAILABILITY OF THE DRAFT SEIR

The Draft SEIR for the South Los Angeles Area New High School No. 3 project was distributed directly to numerous agencies, organizations, and interested groups and persons for comment during the formal review period. The Draft SEIR was also available for review at the following locations:

- LAUSD Office of Environmental Health and Safety, 1055 W. 7th Street, 9th Floor, Los Angeles
- LAUSD Local District 7 Office, 10616 S. Western Avenue, Los Angeles
- Manual Arts High School, 413 S. Vermont Avenue, Los Angeles
- John Muir Library, 1005 W. 64th Street, Los Angeles
- Muir Middle School, 5929 S. Vermont Avenue, Los Angeles

In addition, the Draft SEIR was available online at the LAUSD Facilities Services Division website (www.laschools.org/find-a-school).

LAUSD received public input on the project and the Draft SEIR at a meeting on November 8, 2007, at the Budlong Avenue Elementary School, 5940 S. Budlong Avenue, Los Angeles, CA, from 6:00 p.m. to 7:15 p.m., before making recommendations to the Board of Education. Upon completion of the formal public review period, written responses to all comments on environmental issues discussed in the Draft SEIR were prepared and incorporated inot the Final SEIR.

Chapter 2 Project Description and Environmental Setting

2.1 PROJECT BACKGROUND

LAUSD is faced with a critical need to provide new school facilities throughout the District to accommodate students in all grade levels. The LAUSD boundary extends beyond the City of Los Angeles and includes the Cities of Cudahy, Gardena, Huntington Park, Lomita, Maywood, San Fernando, Vernon, West Hollywood, and parts of nineteen other municipalities, and portions of unincorporated Los Angeles County. There are presently more than 708,000 (K-12) students enrolled within the LAUSD.[9]

In its long-range projections for new school facilities developed in 1998, LAUSD identified a need to provide over 180,000 new classroom seats by the year 2013.[10] Constructing these new seats will allow LAUSD to accommodate anticipated enrollment growth and relieve overcrowding. The demand for new classroom seats in LAUSD schools results from the following:

- School enrollments that continue to grow and exceed two-semester capacities
- The desire to return all schools to a traditional, single-track (two-semester) calendar
- The desire to eliminate involuntary busing of "capped students"
- The desire to reduce class sizes at all grade levels to pre-2002 norms
- The desire to provide opportunities for magnet/span schools
- The need to provide additional special education classrooms in residential areas

2.1.1 LAUSD New School Construction Program

In response to State and local legislation and the need to provide additional school facilities throughout LAUSD, the Los Angeles Board of Education (Board) adopted goals and guidelines that provide a policy framework which is encompassed in the New School Construction Program. Implementation of this Program is outlined in the LAUSD Facilities Master Plan.[11]

The New School Construction Program is a multi-phased effort to provide additional classroom seats by constructing new schools and/or expanding existing school campuses pursuant to the Facilities Master Plan. The New School Construction Program will ultimately provide approximately 180,000 new classroom seats. The Board has certified a Program EIR (PEIR) for the New School Construction Program.[12]

The PEIR provides environmental review of the New School Construction Program in accordance with the requirements of the California Environmental Quality Act (CEQA).[13] The Final PEIR was certified

[9] LAUSD Website http://www.lausd.k12.ca.us/, Accessed on January 9, 2007.
[10] LAUSD, FSD, January 2007. Strategic Execution Plan, p. 8.
[11] LAUSD. Facilities Master Plan. December 1, 1997 (updated in June 2000).
[12] LAUSD, Office of Environmental Health and Safety (OEHS). *New School Construction Program, Final PEIR*. Board Certified June 8, 2004. p. 2-2.
[13] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report* (PEIR) (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board Certified June 8, 2004. Draft PEIR pp 2-2.

by the Board on June 8, 2004. The PEIR provides general analysis of program-related impacts with later CEQA documents required for specific individual projects through a process known as "tiering." This document incorporates the PEIR by reference.[14] This document applies the thresholds of significance recommended in the PEIR to determine the significance of environmental effects. The PEIR also includes standard mitigation measures and related performance standards that the LAUSD will apply to the Proposed Project where applicable. The PEIR is available for review at LAUSD Facilities Services Division website (http://www.laschools.org/peir/).

With the passage of the local Measures K, R, and Y, Propositions 47 and 55 and State Bond measures 1A and 1D; funding was provided for the implementation of Phase II and III of the multi-phase Program.[15,16,17,18] The three basic objectives of Phase II and III are to provide classroom space needed to return class sizes to pre-2002 norms, implement traditional two–semester, single-track calendars for high schools and middle schools, and end involuntary busing of students outside their attendance areas.

The Program objectives are implemented through the Strategic Execution Plan, which provides goals for the current phase (Phase III) of the Program.[19] The goals of the current phase are as follows:

- Eliminate involuntary busing
- Move all middle and high schools to a traditional, two-semester calendar
- Eliminate Concept-6 elementary schools, while maintaining current two-semester elementary schools on their current calendars
- Implement full-day kindergarten District-wide
- Return all schools to a traditional, two-semester calendar

2.2 PROJECT OBJECTIVES

The LAUSD Strategic Execution Plan sets forth long-term goals for school facilities including providing a K through 12 neighborhood school seat for every student in LAUSD and reducing class sizes to agreed-upon limits in all grade levels.[20]

Implementation of the Proposed Project is intended to fulfill the following major objectives with the construction of a new high school as outlined in the PEIR:[21]

- Provide a neighborhood high school for grades nine through twelve on a single-track, two-semester calendar relieve overcrowding and restore pre-2002 classroom size norms at existing schools within the South Los Angeles Planning Area, including at Manual Arts High School as well as evening adult school use
- Create a school that is a center of community engagement both during and outside of normal operating hours

[14] *CEQA Guidelines*. California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, Section 15152. 2006.
[15] LAUSD, Measure K *Early Education Program Expansion Ac*t, 2003.
[16] LAUSD, *Safe and Healthy Neighborhood Schools Act* (Measure R), enacted November 5, 2003, 2004.
[17] California Secretary of State, Proposition 47, *Kindergarten-University Public Education Facility Bonds Act*, 2003.
[18] California Secretary of State, Proposition 55, *Kindergarten-University Public Education Bonds Act*, 2004.
[19] LAUSD, Strategic Execution Plan, 2007.
[20] LAUSD, 2004. *Strategic Execution Plan.* January.
[21] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report* (PEIR) (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board Certified June 8, 2004. Draft PEIR pp 2-2.

- Maintain traditional classroom instruction hours for high school students of approximately 8:00 A.M. to 3:00 P.M.
- Maintain existing opportunities for after-school athletic and extra-curricular activities
- Reduce reliance on portable classrooms as soon as possible
- Maximize the use of limited bond funds to provide the needed classroom facilities
- Build and maintain schools that reflect the wise and efficient use of limited land and public resources
- Provide playfields for students and community use outside normal school operating hours
- Create a school that is a center of community engagement both during and outside of normal school operating hours

2.3 PROJECT LOCATION AND SITE CHARACTERISTICS

2.3.1 Location

The LAUSD has established a target search area for the Proposed Project. The target search area (Figure 2-1), which includes the Proposed Project site, was established to relieve overcrowding at Manual Arts High School.

The Proposed Project site is located in the south central area of the City of Los Angeles on the northeast corner of Menlo Avenue and 60th Street, approximately 0.5 mile west of the Harbor Freeway (State Highway 110) and 3.5 miles south of the Santa Monica Freeway (Interstate 10). The Proposed Project site is bounded by residential uses adjacent to (and south of) West Slauson Avenue on the north, South Hoover Street on the east, West 60th Street on the south and Menlo Avenue on the west. Figure 2-2 (Regional and Local Location Map) illustrates the location (regional and local) of the Proposed Project site.

2.3.2 Physical Environmental Setting

Existing Land Uses

As shown in Figure 2-3 (Parcel Map), the Proposed Project site is comprised of 107 parcels, totaling approximately 15 acres. As mentioned above, a part of the Proposed Project site had previously been selected by LAUSD as the preferred site location for a smaller high school on approximately 8 acres and comprised of 62 parcels. However, due to safety concerns, approximately 2 acres on 17 parcels along Slauson Avenue and Hoover Street were removed from the Proposed Project site, leaving approximately 6 acres for development of the proposed high school. In addition, approximately 9 acres on 62 parcels were added to the southern portion of the Proposed Project site, for a total of 15 acres. Existing land uses on the Proposed Project site consist of residential and commercial uses. As listed in Figure 2-3, Parcel Map, the Proposed Project site currently contains 31 single-family units on 31 parcels, 81 multi-family units on 27 parcels and 4 commercial units on 4 parcels.[22] It should be noted the parcels idenfied above only include those uses found on the additional 9 acres. The structures on the 6 acres of the previously-approved project site have been previously or are currently in the process of being demolished, as part of

[22] LAUSD. 2006. South Los Angeles Area New High School No. 3 Parcel Map. November 2, 2006.

the previously approved project and are thus not considered as part of the existing land uses at the Proposed Project site.

The following roadway segments, as they cross the Proposed Project site between Menlo Avenue and South Hoover Street, would need to be vacated to accommodate the Proposed Project: West 58th Place, West 59th Street, West 59th Place, and six alleys.[23]

Surrounding Land Uses

The Proposed Project site is located in the City of Los Angeles. The area of the Proposed Project site is surrounded by the City of Los Angeles' community of South Los Angeles and the County of Los Angeles' community of Florence. The area surrounding the Proposed Project site is urbanized and is characterized by a mix of land uses including residential, commercial, and light industrial.

Land uses north of the Proposed Project site include commercial properties with single- and multi-family residential uses located across Slauson Avenue. The Burlington Northern Santa Fe (BNSF) railroad tracks are also located north of the Proposed Project site, across West Slauson Avenue, approximately 175 feet from the Proposed Project site's northern boundary.

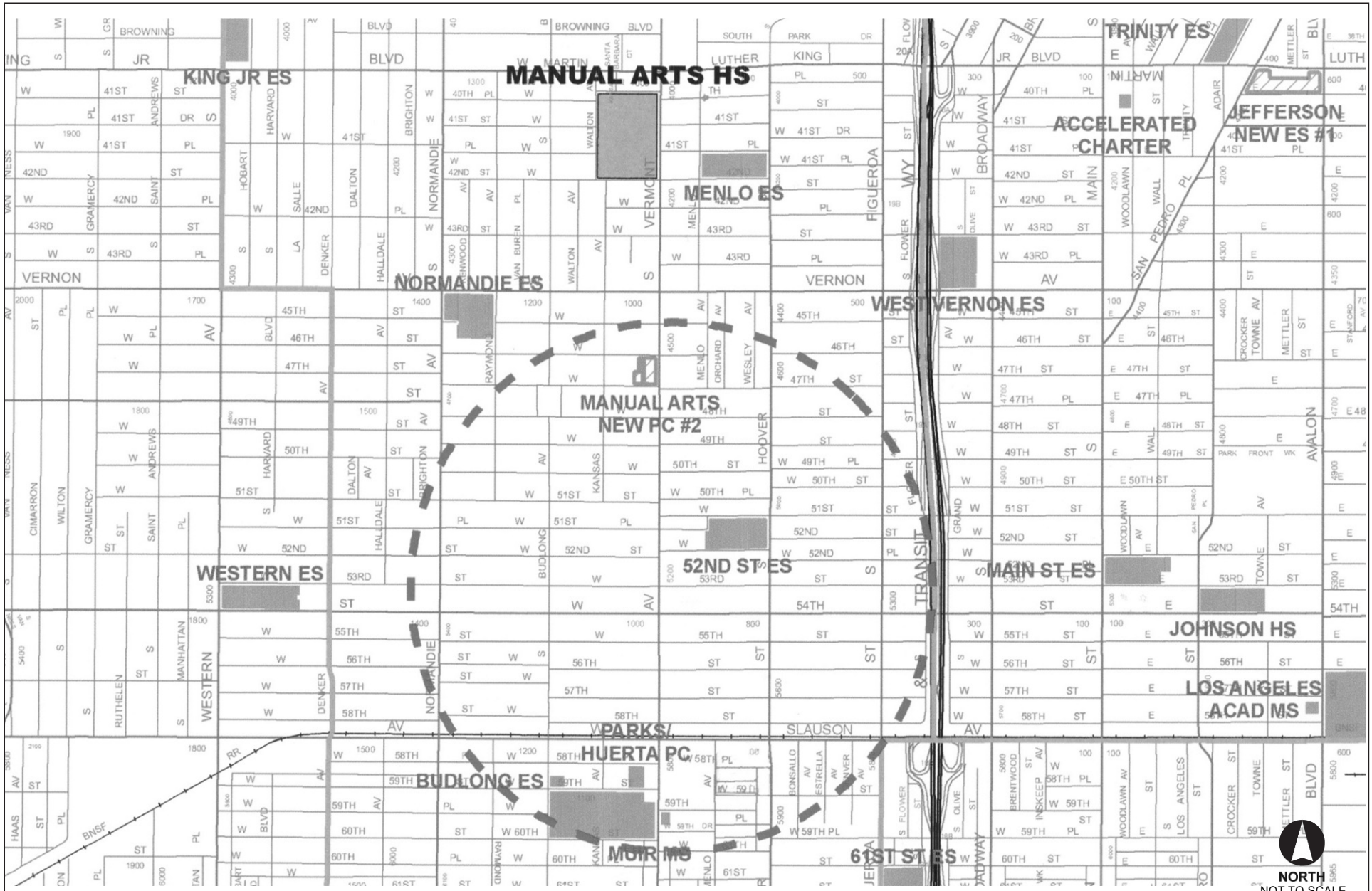
Areas south of the Proposed Project site, across West 60th Street, are occupied by commercial and single- and multi-family residential uses. Areas west of the Proposed Project site are occupied by single- and multi-family residential uses, as well as a small industrial park south of West Slauson Avenue. Areas east of the Proposed Project site, across South Hoover Street, are occupied by commercial and single- and multi-family residential uses. Figure 2-4 (Surrounding Land Uses) identifies land uses adjacent to the Proposed Project site.

General Plan Designation and Zoning

The Proposed Project site is located within the South Los Angeles Community Planning Area, which is one of 35 community planning areas that make up the Land Use Element for the City of Los Angeles General Plan.[24,25] It is located in the Mid-Alameda Corridor State Enterprise Zone. In addition, it is located in the Council District 9 Redevelopment Area which encompasses the area between Normandie Avenue, 84th Street, Alameda Street, and the Santa Monica Freeway.

Most of the parcels on the Proposed Project site (107 parcels total), including the northern and southwestern portions, are zoned Two Family Residential (R2-1) by the City of Los Angeles Municipal Code and are designated as "Low Medium I Residential" by the General Plan Land Use Map, South Los

[23] LAUSD. 2006. South Los Angeles Area New High School No. 3 Parcel Map. November 2, 2006.
[24] Los Angeles Department of City Planning. 1999. South Los Angeles Community Plan. http://cityplanning.lacity.org. Accessed December 28, 2006. Adopted March 22, 2000 (Revision).
[25] Los Angeles Department of City Planning. 1996. The Citywide General Plan Framework: An Element of the City of Los Angeles General Plan. http://cityplanning.lacity.orgcwd/framwk/chapters/01/01.htm. Accessed October 26, 2006. Readopted August 8, 2001.



Source: LAUSD and Digital Map Products.

EIP ASSOCIATES

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FIGURE **2-1**

Target Search Area

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Los Angeles Unified School District

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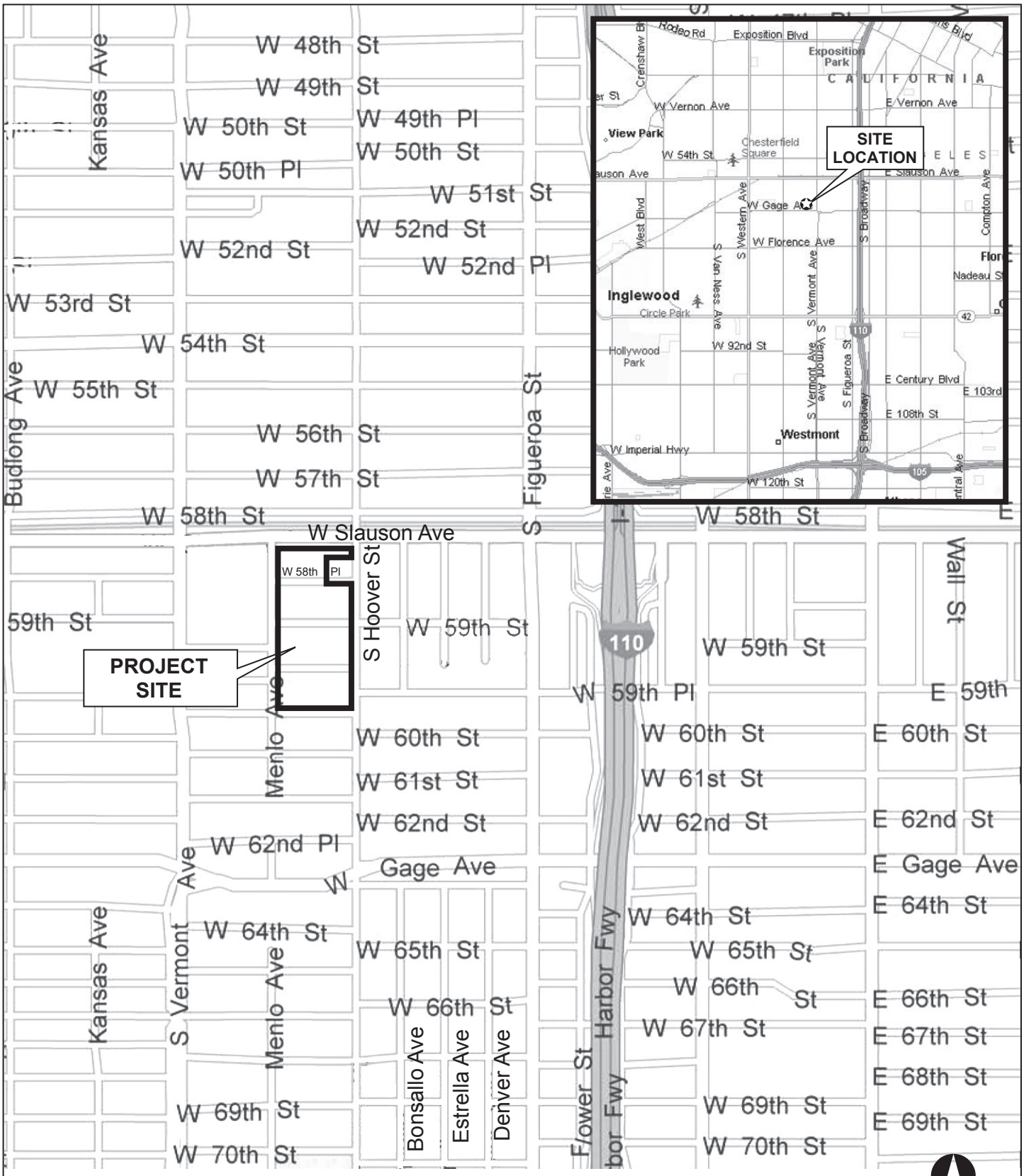

Sources: Microsoft Streets & Trips,Basemap, 2004; EIP Associates, a Division of PBS&J, 2007.

NORTH
NOT TO SCALE

EIP ASSOCIATES
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FIGURE **2-2**
Regional and Local Location Map

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Los Angeles Unified School District

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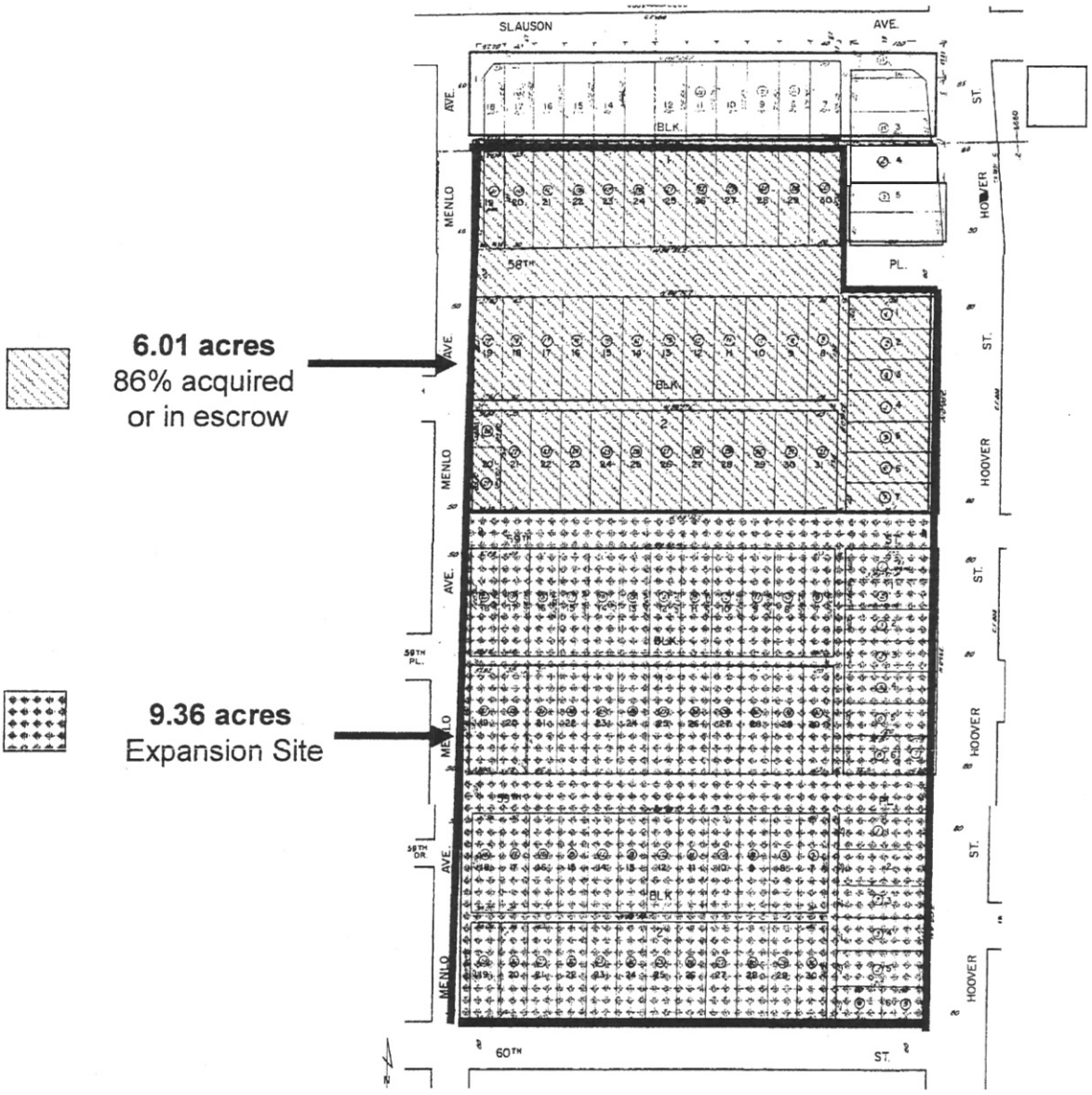

Property Description of Proposed Project Site	Parcels	Units
Number of Single-Family Residential (SFR):	31	31
Number of Multi-Family Residential:	27	81
Number of Commercial (OFF/RET/IND/BB):	4	4
Number of Vacant (Vac):	45	0
Total	**107**	**116**

NORTH
NOT TO SCALE

***Source*:** South Los Angeles Area New High School No.3.

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FIGURE **2-3**
Parcel Map

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Los Angeles Unified School District

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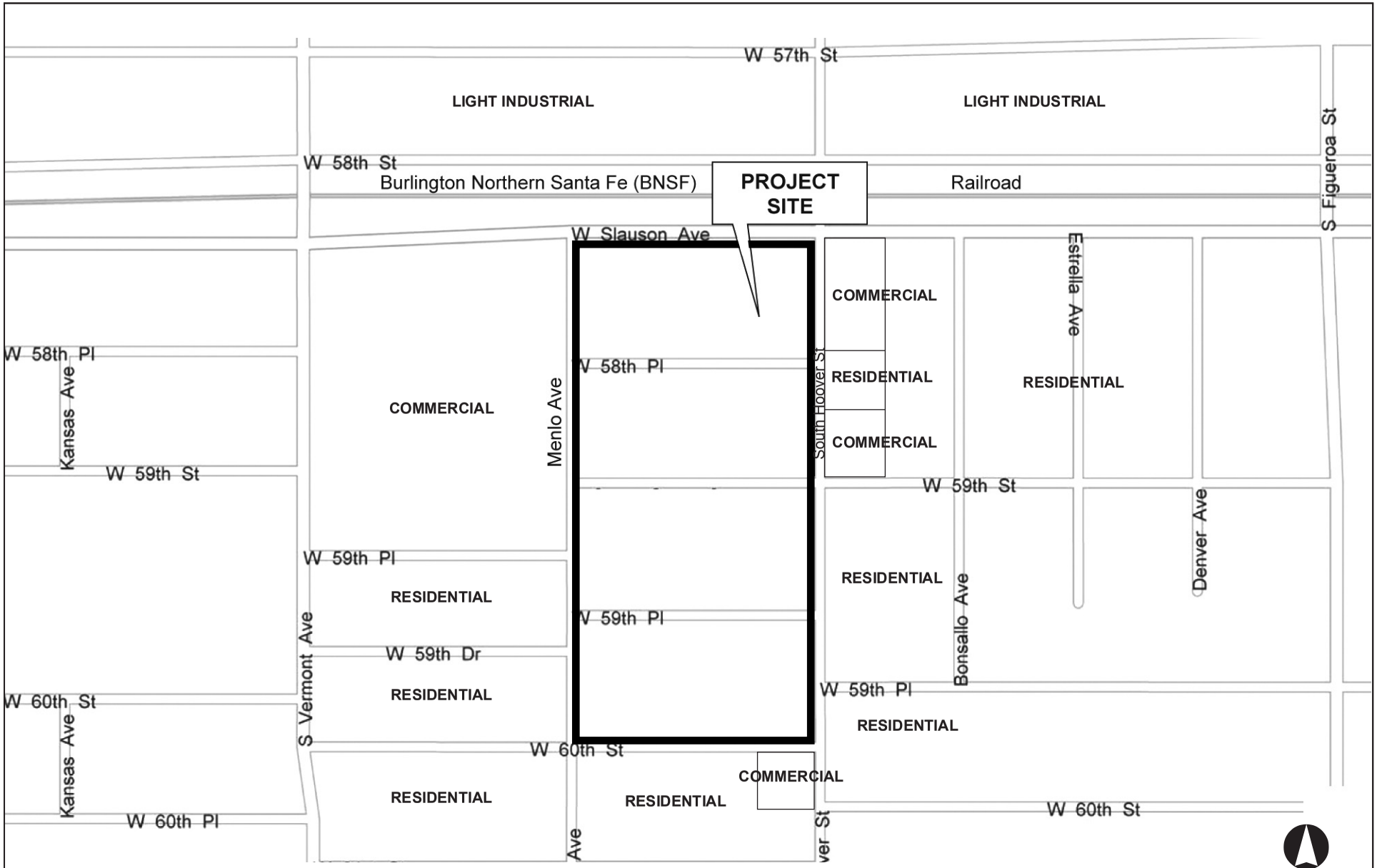

***Source*:** Microsoft Streets and Trip, 2006; EIP Associates, a Division of PBSJ, 2007.

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A division of PBSJ

FIGURE **2-4**
Surrounding Land Uses

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Los Angeles Unified School District

Angeles Community Plan.[26,27] The seven parcels located on the southeastern edge of the Proposed Project site, fronting South Hoover Street, are zoned Commercial (C2-1VL) by the City of Los Angeles Municipal Code and are designated as "General Commercial" by the General Plan Land Use Map.[28,29]

Table 2-1 Permitted Uses in Zone Designations

Zone	*Permitted Uses*
C2-1VL (Commercial)	Art or antique shops, pet shops, carpenter, plumbing or sheet metal shops, catering shops, feed and fuel stores, interior decorating or upholstery shops, sign-painting shops, tire shops, restaurants, tea rooms, and cafes, as well as uses permitted in the "C1" and "C1.5" Commercial zones.[30]
R2-1 (Two-Family)	Two-family dwelling, two single-family dwellings, apartments, boarding/rooming houses, parking areas, accessory/home occupation uses, as well as uses permitted in the "R1" One-Family Residential zone.[31]

Schools are a permitted use within the C2-1VL zone and with the issuance of a conditional use permit are permitted within the R2-1 zone.[32] On October 11, 2005, the LAUSD Board of Education approved a Resolution to render the Proposed Project site's zoning and redevelopment plans inapplicable for use of the subject site as a school.[33]

2.4 PROJECT DESCRIPTION

The Proposed Project includes planning the South Los Angeles Area New High School No. 3 Project, acquiring an additional approximately 9 acres of residential and commercial properties that will be added to 6 acres of the previously approved project site; vacating portions of West 58th Place, West 59th Street, West 59th Place, and 6 alleys, between South Hoover Street and Menlo Avenue; demolishing the existing structures on the additional acreage; and constructing and operating a larger, 2,025-seat high school. As applicable, eligible tenants and property owners of the existing properties would be relocated and compensated in accordance with the California Real Property Acquisition and Relocation Assistance Act of 1970.[34]

The previously proposed project included the construction of a high school on approximately 8 acres with 45 classrooms and serving 1,215 students. The previously proposed project will not be analyzed as part of, or in conjunction with, the current Proposed Project. As mentioned above, a part of the

[26] Community Redevelopment Agency of the City of Los Angeles (CRA/LA) Website: http://www.crala.org/internet-site/Projects/CD9/c9_map.cfm. Accessed November 30, 2006.
[27] City of Los Angeles Municipal Code, Chapter 1, Article 2, SEC. 12.14.
[28] Los Angeles Department of City Planning, General Plan of the City of Los Angeles Land Use Map, South Los Angeles Community Plan, http://cityplanning.lacity.org/INDEX.HTM, accessed February 1, 2007.
[29] City of Los Angeles Municipal Code, Chapter 1, Article 2, SEC. 12.14.
[30] Los Angeles Department of City Planning , Zimas (Zone Information & Map Access System). 2006.. http://zimas.lacity.org, accessed February 5, 2007.
[31] Ibid.
[32] Los Angeles Municipal Code, Chapter 1 General Provisions and Zoning, Article 2 Specific Planning-Zoning Comprehensive Zoning Plan, Sections 12.08, 12.09, 12.12.1 and 12.14.
[33] LAUSD Board of Education, Resolution by the Los Angeles Unified School District Rendering Specified City and County Zoning Ordinances Inapplicable to the District's Acquisition and Use of Property for Designated Schools Pursuant to Government Code Section 53094 and Making Findings of Fact Related Thereto, Adopted October 11, 2005, Reference Board of Education Report No. 69-05/06.
[34] CCR, Title 25, 2006.

Proposed Project site had previously been approved by LAUSD Board of Education as the preferred site location for a smaller high school on approximately 8 acres and comprised of 62 parcels. However, due to safety concerns, approximately 2 acres on 17 parcels along Slauson Avenue and South Hoover Street were removed from the original Proposed Project site, leaving approximately 6 acres for development of the proposed high school. In addition, approximately 9 acres on 62 parcels were added to the southern portion of the Proposed Project site, for a total of 15 acres, making up the new Proposed Project site that is being analyzed in this Final SEIR. The original project site was analyzed in a Final EIR certified by the Los Angeles Board of Education in 2005.

2.4.1 Project Components

■ Proposed Programs

High School Program

The Proposed Project would provide 2,025 two-semester seats for grades nine through twelve at the opening of the school. The proposed high school would require approximately 180 full-time and part-time faculty and staff. Anticipated school hours would be from approximately 8:00 A.M. to 3:00 P.M., with staff and students of the proposed high school arriving on campus between approximately 7:00 A.M. and 8:00 A.M. and leaving between approximately 3:00 P.M. and 5:00 P.M. Figure 2-5 displays the conceptual site plan for the Proposed Project.

Summer School

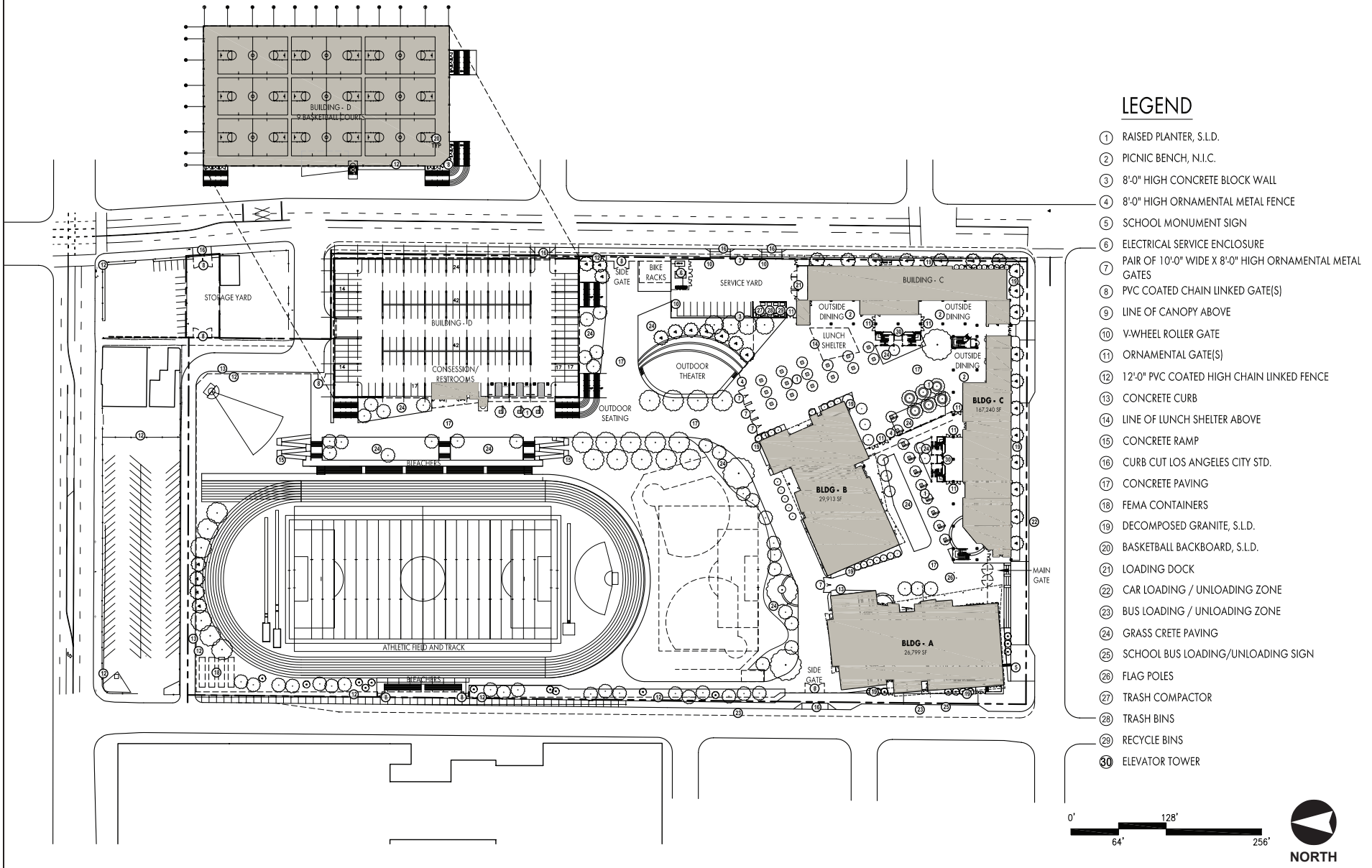
Summer school sessions typically run between early-July and mid-August, from approximately 8:00 A.M. to 12:30 P.M. The number of students, faculty, and staff participating in the summer sessions varies from year to year, depending on student need and available capacity.

Adult School

The Proposed Project may also include an adult education program that would take place Monday through Thursday from 6:00 P.M. to 9:00 P.M. The number of students, faculty, and staff participating in the adult education sessions would vary, depending on need. However, 15 classrooms would be set aside to accommodate this component of the Proposed Project.

School-Related Events

The proposed high school would include after school programs for students, such as athletic activities, special-interest clubs, and extra-curricular activities. The football stadium would be used for nighttime sporting events primarily between August and December with seating for up to 1,500 spectators. Additionally, the Proposed Project may have other occasional nighttime and weekend events. Some of these events would be campus-wide, while others would be grade-specific.



***Source*:** CSDA Architects, 2007.

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FIGURE **2-5**

Conceptual Site Plan

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Los Angeles Unified School District

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Community Use

When the school and stadium facilities are not scheduled for school or other LAUSD-related events, community members may obtain a permit from LAUSD to use the school facilities by means of the Civic Center Act.[35] Events may include community and/or City-use of the playfields, athletic facilities, multipurpose room, cafeteria, and classrooms. Operation of the school facilities for community use may occur outside normal school operating hours, generally between 3:00 P.M. and 10:00 P.M. during the weekdays, and between 8:00 A.M. and 10:00 P.M. on Saturday. Community uses may vary, depending on the community's needs and applications for permits. According to California Education Code 38131(b) Civic Center Act, facilities at every school in the District can be utilized by the public as a Civic Center facility. For example, non-profit community organizations and members of the public are permitted to use school facilities for supervised recreational activities, meetings, and public discussions, during designated hours when regular school activities will not be disrupted.

Organizations wishing to use a school location for a Civic Center use must go through an application/permit process with LAUSD. A variety or rules, regulations, and restrictions governing the use of school buildings for Civic Center purposes appear in detail on the permit and the application. Parking for civic center uses may be provided in the school's on-site parking structure.

■ Proposed Facilities

The Proposed Project would consist of multiple one- to four-story buildings encompassing approximately 200,000 square feet of building area, a 51 percent increase above the previously Proposed Project. School classrooms and the administration area would be located primarily along Menlo Avenue. The remainder of the campus would be located immediately east and south of the classrooms. The Proposed Project would include 75 classrooms (a 67 percent increase above the previously Proposed Project), a library, food services, a multi-purpose room, team rooms, a parking structure, and a football stadium with 1,500 total seats. In addition, the proposed campus would include other hardcourts and playfields, which may include field lights. The Proposed Project site would be fenced.

Access and Parking

The main access (entrance) for the Proposed Project would be located off Menlo Avenue. Student loading and unloading zone for personal vehicles would be located along West 60th Street. School bus loading and unloading would be located along Menlo Avenue. School buses would be provided for special needs students only, and it is estimated that up to four small school buses would be required. The entrance to the parking structure would be located on Hoover Street, at the north-east end of the Proposed Project site. Approximately 188 parking spaces would be provided for faculty and staff.

Segments of West 58th Place, West 59th Street, and West 59th Place bisect the Proposed Project site. The Proposed Project includes the vacation of these segments, as well as six alleys.

[35] California Education Code Section 38130 et seq.

Construction Phase

Construction of the Proposed Project would take approximately 36 months to complete. Construction is proposed to start in the second quarter of 2009. School occupancy is scheduled for the third quarter of 2012.[36]

Some properties on the Proposed Project site may be immediately demolished after their acquisition if it is determined that they present a safety risk to the community. The building materials of the existing structures would be tested for asbestos and lead-based paint in order to determine the need for special disposal requirements. If asbestos or lead is found, the material will be abated in accordance with Rule 1403 of the South Coast Air Quality Management District. Existing materials would be recycled to the extent feasible, and remaining debris, existing vegetation, and other structures would be removed and disposed of at an approved landfill. Soil remediation, if necessary, would be completed during this phase, in accordance with the California Education Code and under oversight of the State of California Department of Toxic Substances Control. The construction site and staging areas would be marked and barriers would be installed to prevent disturbance or tracking offsite of potentially impacted soils.

Next, the Proposed Project site would be excavated and compacted as needed, followed by completion of any necessary trenching (e.g., for utility hookups to buildings). The building foundation, buildings, and utilities would then be constructed. Finally, the area surrounding the buildings would be covered with concrete and asphalt; new curb-cuts and driveways would be added; new sidewalks would be located along the perimeter of the Proposed Project site; and landscaping, site fencing, and any final work would be completed.

2.5 PROJECT DESIGN FEATURES

■ Collaborative for High Performance Schools (CHPS) Criteria

LAUSD is the first school district in the United States to adopt and implement the Collaborative for High Performance Schools (CHPS) Criteria.[37] The LAUSD Board of Education adopted a Resolution on High Performance School Facilities requiring Phase II and future phase schools to be certified according to CHPS.[38] These measures are considered beneficial to environmental quality by preventing or mitigating impacts. The LAUSD has incorporated these into the project design and operation of the New Construction Program projects, in accordance with federal, State, and local regulations, as well as standard LAUSD practices. These measures were assumed to be part of all the District's new construction projects and, as they apply to specific projects, they are not documented as mitigation measures.

The Proposed Project would include at least 32 CHPS criteria points, the minimum required to be considered a certified CHPS school. CHPS recommends flexible standards to promote energy efficiency, water efficiency, site planning, materials, and indoor environmental quality. Certain CHPS points are mandatory and are identified below.

[36] LAUSD, Strategic Execution Plan, 2007, p. 187.
[37] CHPS, 2006. *High Performance Schools Best Practices Manual*, Volume III Criteria, Accessed from website: http://www.chps.net/manual/index.htm#vol3
[38] LAUSD, Los Angeles City Board of Education Resolution, Sustainability and the Design and Construction of High Performance Schools, October 28, 2003.

LAUSD Design Standards

The following design standards are incorporated as part of the New School Construction Program Design Best Management Practices (BMPs). They will be applied to the Proposed Project as appropriate. These BMPs also contribute to accomplishment of the previously referenced CHP criteria.

Noise/Acoustics. Classrooms shall be designed to achieve an acoustical performance of 45 dBA L_{eq} background noise level (unoccupied) or better. Where excessive noise from operation of the new or expanded school site could disturb adjacent residential uses, the Proposed Project might incorporate buffers, such as masonry walls, between playgrounds and adjacent residential uses.

Geological Hazards. A Seismic Hazard Evaluation will be completed for each new school construction project, where appropriate, to satisfy state requirements.[39, 40, 41]

Light and Glare. All "luminaries" or lighting sources in connection with school construction projects shall be installed in such a manner as to minimize glare for proximal pedestrians and drivers, and to minimize light spilling onto adjacent properties.

Water Supply. LAUSD's construction contractor shall coordinate with the City of Los Angeles Department of Water and Power or other appropriate jurisdiction and department prior to the relocation or upgrade of any water facilities to reduce the potential for disruptions in service.

With respect to outdoor systems, the CHPS criteria require the landscape and ornamental water use budget to conform to applicable local Water Efficient Landscape Ordinances. If no local ordinance is applicable, then the water use budget must conform to the landscape and ornamental budget outlined by the California Department of Water Resources.

Reuse of Historical Resources. Where feasible, LAUSD's construction contractor shall re-use rather than destroy historical resources, as identified in the project-specific Cultural Resources Study. LAUSD's construction contractor will take the following steps when dealing with historical resources:

- Retain and preserve the historic character of a building, structure, or site where feasible
- Treat distinctive architectural features or examples of skilled craftsmanship that characterize a building with sensitivity where feasible
- Conceal reinforcement required for structural stability or the installation of life safety or mechanical systems wherever feasible
- Undertake surface cleaning of historic structures with the gentlest means possible. Avoid sandblasting and chemical treatments

Fire Protection. LAUSD shall reduce impacts to fire protection services in connection with new construction projects, by:

- Having local fire jurisdictions review all site plans prior to the State Fire Marshal's final approval
- Providing a full site plan for the local review, including the location of all proposed buildings, fences, drive gates, retaining walls, and other construction affecting Fire Department access, with unobstructed fire lanes for access indicated

[39] California Code of Regulations (CCR), Title 24, California Energy Efficiency Standards, 2001.
[40] Guidelines for Evaluating and Mitigating Seismic Hazards in California (State Mining and Geology Board Special Publication 117).
[41] California Geological Survey Checklist for the Review of Geological/Seismic Reports for California Public Schools, Hospitals, and Essential Services Buildings.

Energy Efficiency. Under CHPS, new school design must exceed the California energy efficiency standards by 10 percent, or the following prescriptive package energy conservation measures must be included in the design:[42]

- Energy efficient lighting with occupancy controls
- Economizers on package equipment

Waste Reduction and Efficient Material Use. Under CHPS, the Proposed Project must meet local ordinance requirements for recycling space and provide an easily accessible area serving the entire school that is dedicated to the separation, collection, and storage of materials for recycling including, at a minimum, paper (white ledger, mixed, and cardboard), glass, plastics, and metals.

Indoor Air Quality. Under CHPS, the Proposed Project must meet the performance requirements of California Occupational Safety and Health Administration (Cal/OSHA) Minimum Ventilation Standard which requires the design of building ventilation systems to: a) ensure that the continuous delivery of outside air is no less than the governing design standard; and b) occur at all times rooms are occupied. The design must ensure that the supply operates in continuous mode and is not readily defeated (i.e., blocked registers or windows) during occupancy periods.

Thermal Comfort. Under CHPS, the Proposed Project must comply with the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 55-1992 for thermal comfort, including humidity control within established ranges per climate zone.[43] Indoor design temperature and humidity conditions for general comfort applications shall be determined in accordance with appropriate American National Standards Institute (ANSI) or ASHRAE standards.[44,45]

Construction Best Management Practices

LAUSD's construction contractor would comply with all applicable rules and regulations in carrying out the construction of the Proposed Project. The Proposed Project will also comply with LAUSD Construction BMPs, which are established and refined as part of LAUSD's current building efforts. They are listed below:

Water Quality and Hydrology. LAUSD's construction contractor shall obtain a National Pollution Discharge Elimination System (NPDES) permit from the Los Angeles Regional Water Quality Control Board (RWQCB) with requirements for discharge, BMPs and Stormwater Pollution Prevention Program (SWPPP). LAUSD's construction contractor shall properly discharge any water accumulation within the excavation pit in accordance with BMPs and a dewatering plan that must be developed and approved prior to construction as part of the NPDES General Construction Stormwater Permit.

Construction Traffic. LAUSD shall require its construction contractors to submit a construction worksite traffic control plan to LADOT or appropriate jurisdiction for review prior to construction. The plan shall show the location of any haul routes, hours of operation, protective devices, warning signs, and access to abutting properties.

Construction Air Emissions. LAUSD's construction contractor shall comply with all applicable South Coast Air Quality Management District (SCAQMD) rules and regulations in carrying out its Program.

[42] California Code of Regulations (CCR), Title 24, California Energy Efficiency Standards, 2001.
[43] ASHRAE Standard 55-1992, Addenda 1995.
[44] American National Standards Institute (ANSI) standards /ASHRAE 55-1992.
[45] ASHRAE 55-1992 or Chapter 8 of the ASHRAE Handbook, 1993, Fundamentals volume.

To reduce the potential for significant hazardous emissions during a removal action, LAUSD or its construction contractor shall:

- Maintain slow speeds with all vehicles
- Maintain construction equipment in accordance with manufacturer's specifications
- Load impacted soil directly into transportation trucks when feasible to minimize soil handling
- During dumping, minimize soil drop height into transportation trucks or stockpiles
- During transport, cover or enclose trucks transporting soils, increase freeboard requirements, and repair trucks exhibiting spillage due to leaks
- Place stockpiled soil in areas shielded from prevailing winds

Construction Noise. LAUSD shall require the construction contractor to keep properly functioning mufflers on all internal combustion and vehicle engines used in construction. LAUSD shall require its construction contractor to provide advance notice of the start of construction to all noise sensitive receptors, businesses, and residences adjacent to the project area. This notice should include specifically where and when construction activities will occur and provide contact information for filing noise complaints. During construction activities, the construction contractor shall locate portable equipment and shall store and maintain equipment as far as possible from the adjacent residents, when feasible. LAUSD's construction contractor shall comply with all applicable noise ordinances of the affected jurisdiction.

Hazardous Materials. LAUSD shall assess and remediate hazardous materials at the Proposed Project site under supervision of the Department of Toxic Substances Control (DTSC).

Sewer Services. LAUSD's construction contractor shall coordinate with the City of Los Angeles Departments of Public Works, Bureau of Sanitation, and Bureau of Engineering or other appropriate jurisdictions and departments prior to the relocation or upgrade of any sewer facilities to reduce the potential for disruptions in service.

Waste Management. To ensure optimal diversion of solid resources generated by a project, LAUSD shall require its contractors to reuse, recycle, salvage or dispose of non-hazardous waste materials generated during demolition and/or new construction (Construction & Demolition Waste) when feasible, to foster material recovery and reuse and to minimize disposal in landfills.

LAUSD and its construction contractor will implement the above standards as part of the Proposed Project.

2.6 REQUIRED PERMITS AND APPROVALS

As required by CEQA Guidelines,[46] this Section provides, to the extent the information is known to LAUSD, a list of the agencies that are expected to use this Final SEIR in their decision-making and a list of permits and other approvals required to implement the project.

[46] California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, §15124(d), http://ceres.ca.gov/ceqa. 2004.

2.6.1 Lead Agency Approval

The Final SEIR must be certified by LAUSD Board of Education (Board) as to its adequacy in complying with the requirements of CEQA before taking any action on the Proposed Project. The Board will consider the information contained in the SEIR in making a decision to approve or deny the Proposed Project. The analysis in the SEIR is intended to provide environmental review for the whole of the Proposed Project, including the planning of the Proposed Project, site acquisition, demolition (if necessary), site clearance, excavation and grading of the site, construction of school buildings and appurtenant facilities, and ongoing operation of the school and associated school programs in accordance with CEQA requirements.

2.6.2 Other Required Permits and Approvals

A public agency, other than the lead agency, that has discretionary approval power over a project is known as a "Responsible Agency," as defined by CEQA Guidelines.[47] The Responsible Agencies, and their corresponding approvals, for this project include the following:

State of California

- Department of Toxic Substances Control (Determination of "No Further Action")
- California State Allocation Board (Approval of Funding)
- California Department of Education
  - School Facilities Planning Division (Approval of Final Site and Final Plan)
- Office of Public School Construction (Approval of Funding)
- Division of State Architect (Approval of Construction Drawings)

City of Los Angeles

- Department of Public Works
  - Bureau of Engineering (Approval of Site Design)
- Department of Transportation (Approval of Traffic Impact Analyses and Pedestrian Safety Study)
- Fire Department (Plan Approval for Emergency Access)

Regional Agencies

- Los Angeles Regional Water Quality Control Board (NPDES permit; issuance of waste discharge requirement; construction stormwater run-off permits)

2.6.3 Reviewing Agencies

Reviewing Agencies include those agencies that do not have discretionary powers, but that may review the Draft SEIR for adequacy and accuracy. Potential Reviewing Agencies include the following:

State of California

- Office of Historic Preservation
- Department of Transportation (Caltrans)
- Resources Agency

[47] California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, §15381, http://ceres.ca.gov/ceqa. 2004.

- Department of Conservation
- Department of Fish and Game
- Department of Parks and Recreation
- Native American Heritage Commission
- State Lands Commission
- California Highway Patrol
- Public Utilities Commission

City of Los Angeles

- Department of City Planning
- Police Department
- Department of Public Works
- Fire Department
- Bureau of Sanitation
- Waste Water Engineering Services Division
- Department of Water and Power
- Department of Recreation and Parks
- Department of Environmental Affairs
- Community Redevelopment Agency

Regional Agencies

- Los Angeles County Metropolitan Transportation Authority
- South Coast Air Quality Management District
- Southern California Association of Governments

2.7 CUMULATIVE SCENARIO

Cumulative impacts refer to the combined effect of project impacts with the impacts of other past, present and reasonably foreseeable future projects. Both CEQA and the CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in CEQA Guidelines, the discussion of cumulative impacts must reflect the severity of the impacts, as well as the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone. As stated in CEQA, "a project may have a significant effect on the environment if the possible effects of a project are individually limited but cumulatively considerable."[48,49]

According to the CEQA Guidelines:

> "Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable and which compound or increase other environmental impacts.
>
> (a) The individual effects may be changes resulting from a single project or a number of separate projects.
>
> (b) The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present,

[48] CEQA Guidelines, CCR, Title 14, Division 6, Chapter 3, §15130(b), http://ceres.ca.gov/ceqa. 2007.
[49] CEQA, Public Resources Code (PRC), Title 14, §21083(b), 2007.

> and reasonable foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.[50]

In addition, as stated in CEQA Guidelines, it should be noted that:

> The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the Proposed Project's incremental effects are cumulatively considerable.[51]

Cumulative impact discussions for each issue area are provided in the technical analyses contained within Chapter 3 (Environmental Analysis).

As previously stated, and as set forth in the CEQA Guidelines, related projects consist of, "closely related past, present, and reasonable foreseeable probable future projects that would likely result in similar impacts and are located in the same geographic area."[52] Specific projects proposed or currently under development within a 1.5-mile radius of the Proposed Project site were identified from the City of Los Angeles related projects lists. These related projects are listed in Table 2-2 and identified within Figure 2-6.

Table 2-2 Related Projects

Name	*Location*	*Size*
1. Fast Food Restaurant	5837 S. Vermont Avenue	3.70 thousand square feet (ksf)
2. Pizza Hut Restaurant	1851 Slauson Avenue	1.68
3. Los Angeles County Office Park	E Slauson Avenue & S. Los Angeles Street	447.50 ksf
4. Fast Food Restaurant w/drive thru	4380 S. Broadway	2.54 ksf
5. LAUSD—CRES #16	E 57th St/S Main St	675 students
6. LAUSD—SRES #6	Slauson Ave/Main St	950 students
7. Private School Expansion	5506 S Vermont Ave	13.70 ksf
8. LAUSD—SRMS #6	46 St/St Andrews Pl	1,404 students

SOURCE: Katz, Okitsu & Associates. *Traffic Study for Los Angeles Unified School District—South Los Angeles Area New High School #3*. October 2007.

It is noted that cumulative impacts analyzed in this Final SEIR would likely represent a "worst-case" scenario for the following reasons:

- The related projects may not be approved and/or built. Further, it is also likely that the related projects will not be constructed or opened until after the Proposed Project has been built and occupied.
- Impact projections for related projects would likely be, or have been, subject to unspecified mitigation measures, which would reduce potential impacts.

Many related projects are expressed in terms of gross square footage or are conceptual plans such as master plans that assume complete development; in reality, such projects may be smaller (i.e., the net new development) because of the demolition or removal of existing land uses resulting from development of the related project.

[50] CEQA Guidelines, CCR, Title 14, Division 6, Chapter 3, §15355, 2007.
[51] Ibid., §15064(h)(4), 2007.
[52] Ibid., §15355, 2007.

LEGEND

Project Site

(X) Related Project and Reference Number

NORTH
NOT TO SCALE

***Sources*:** Katz, Okitsu & Associates, 2007.

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FIGURE **2-6**
Location of Related Projects

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Los Angeles Unified School District

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Chapter 3 Environmental Analysis

3.1 ENVIRONMENTAL ISSUES ADDRESSED

An Initial Study (IS) checklist was prepared for the Proposed Project in March 2007 (refer to Appendix A). Based on the findings of the IS checklist, LAUSD determined that an Environmental Impact Report (EIR) would be the appropriate level of environmental documentation for the Proposed Project. LAUSD used the IS checklist, as well as agency and public input received during the Notice of Preparation (NOP) comment period and the public scoping meeting to determine the scope of the evaluation for the SEIR. The environmental issues and their corresponding subchapter numbers discussed in this SEIR include the following:

- 3A—Aesthetics
- 3B—Air Quality
- 3C—Cultural Resources
- 3D—Hazards and Hazardous Materials
- 3E—Noise
- 3F—Pedestrian Safety
- 3G—Transportation and Traffic

Subchapters 3A through 3G provide a detailed discussion of the environmental setting, applicable project design features, impacts associated with the Proposed Project, cumulative impacts, and mitigation measures designed to reduce significant impacts.

3.2 ORGANIZATION OF ENVIRONMENTAL ANALYSIS

To assist the reader in comparing information about the various environmental issues, each chapter contains the following information.

- Introduction
- Existing Environmental Setting
- Applicable Regulations
- Impacts and Mitigation
  - › Methodology
  - › Criteria for Determining Significance
  - › Project Impacts
  - › Mitigation Measures
  - › Residual Impacts
- Cumulative Impacts

3.3 TERMINOLOGY USED IN THIS ANALYSIS

For each impact identified in the SEIR, a statement of the level of significance of the impact is provided. Impacts are categorized in the following categories:

- A designation of no impact is given when no adverse changes in the environment are expected.

- A less than significant impact would cause no substantial adverse change in the environment.
- A significant (but mitigable) impact would have a substantial adverse effect on the environment but could be reduced to a less than significant level with incorporation of mitigation measure(s).
- A significant unavoidable impact would cause a substantial adverse effect on the environment, and no feasible mitigation measures would be available to reduce the impact to a less than significant level.

Subchapter 3A Aesthetics

3A.1 INTRODUCTION

The aesthetics subchapter describes the existing aesthetic and visual resources at the Proposed Project site and vicinity, and potential changes to such resources due to implementation of the Proposed Project. Specifically, this subchapter evaluates the potential impacts of shading/shadows. Shading/shadows issues are concerned with the effects of shadows being cast by existing or proposed structures onto adjacent land uses.

Shading refers to the effect of shadows cast upon adjacent areas by proposed structures. Consequences of shadows upon land uses may be positive, including cooling effects during warm weather, or negative, such as the loss of natural light necessary for solar energy purposes or the loss of warming influences during cool weather. Shadow effects are dependent upon several factors, including the local topography, the height and bulk of the project's structural elements, sensitivity of adjacent land uses, season, and duration of shadow projection. Facilities and operations sensitive to the effects of shading include: routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. These uses are considered sensitive because sunlight is important to function, physical comfort, and/or commerce.

Due to the position of the sun, winter shadows tend to proceed in a northwest to northeast direction depending on the time of day. The length of shadows cast is dependent on the relative height of structures casting the shadows, the time of year, and the time of day. Shadows cast during the winter months tend to be longer in the morning and evening hours compared to the summer months. Because shadows are only cast in a west to north to east direction, only uses in those directions from a structure are subject to shading. It should be noted that the relative effects of shading from structures are site-specific.

Identified sensitive receptors to the west and east of the Proposed Project include the single- and multi-family residential uses located adjacent to the Proposed Project site, across Menlo Avenue to the west, and across South Hoover Street to the east.

As determined in the Initial Study (IS) (See Appendix A), the Proposed Project would not have an adverse impact on scenic views in the vicinity and the existing visual character of the Proposed Project site. New sources of light would include nighttime lighting of athletic fields; however, this was determined to be a less-than-significant impact as BMPs shall be applied which reduce impacts.

3A.2 EXISTING ENVIRONMENTAL SETTING

■ On-Site and Surrounding Visual Elements

The Proposed Project site is located in the south central area of the City of Los Angeles (City), on the northeast corner of Menlo Avenue and West 60th Street, approximately 0.5 mile west of the Harbor Freeway (State Highway 110) and 3.5 miles south of the Santa Monica Freeway (Interstate 10). More specifically, the Proposed Project site is bounded by South Hoover Street on the east, West 60th Street on the south, Menlo Avenue on the west, and West Slauson Avenue on the north.

The Proposed Project site is predominately flat, and is approximately 15 acres. The Proposed Project site is located within an urban area, comprised of a combination of 107 parcels and street and alley vacations. Residential (single- and multi-family) and commercial uses currently exist within the Proposed Project site. Structures within the Proposed Project site are generally low-rise, one- to two-story buildings, with an average building height that ranges from 15 to 35 feet. See Figure 2-3 for a current Land Use Map at the Proposed Project site.

The area surrounding the Proposed Project site is urbanized, and is characterized by a mix of uses that include residential and commercial. The Burlington Northern Santa Fe (BNSF) railroad tracks are located approximately 175 feet north of the Proposed Project site's northern boundary, across West Slauson Avenue. North of the railroad tracks, uses include residential and commercial. South of the Proposed Project site, across West 60th Street (approximately 50 feet from the Proposed Project site), are residential and commercial uses. West of the Proposed Project site, across Menlo Avenue (approximately 50 feet from the Proposed Project site), are residential and commercial uses. East of the Proposed Project site, across South Hoover Street (approximately 50 feet from the Proposed Project site), are residential and commercial uses. Structures adjacent to the Proposed Project site are generally low-rise, one- to two-story buildings, with an average building height that ranges from 15 to 35 feet. See Figure 2-4 for a map of the Proposed Project site and Surrounding Land Uses.

3A.3 APPLICABLE REGULATIONS

This regulatory framework sets the context for the range of issues related to the visual character and quality of the Proposed Project site the LAUSD shall consider in the evaluation of the potential for the Proposed Project to have a significant effect on aesthetics. The consideration of potential effects on aesthetic resources within the City of Los Angeles is largely undertaken in relation to the City of Los Angeles General Plan.

City of Los Angeles General Plan

The City of Los Angeles has established goals and policies for aesthetic resources, which provide guidance for the protection of visual resources in the community. While LAUSD is not required to comply with City regulations, as a matter of policy, it endeavors to comply with the maximum extent feasible.

3A.4 IMPACTS AND MITIGATION

Thresholds of Significance

The criteria used to determine the significance of a potential shadow impact is based on the City's CEQA Thresholds Guide. Accordingly, the Proposed Project may result in significant impacts if:

- Shadow-sensitive uses would be shaded by a project-related structure for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early April and late October).

Methodology

For purposes of this analysis, visual simulations of shadows cast by structures associated with the Proposed Project were prepared to represent the shadow conditions occurring during the winter solstice, the shortest day of the year, and the summer solstice, the longest day of the year. These shadow

simulations were done for incremental time periods to reflect the duration of shadows on nearby receptors.

Project Impacts

Impact 3.A-1	Would the Proposed Project substantially degrade the existing visual character or quality of the Proposed Project site and its surroundings?

The Proposed Project would consist of multiple one- to four-story buildings. The buildings would be located in the southern portion of the Proposed Project site. As previously stated, and shown in Figure 2-4, the Proposed Project site is surrounded by residential and commercial uses. The residential uses surrounding the Proposed Project site would be considered shadow-sensitive uses. The residential uses located west and east of the Proposed Project site are of concern due to their distance and location in relation to the Proposed Project site, as well as the height and size of the structures associated with the Proposed Project.

Figure 3A-1A and Figure 3A-1B depict the anticipated shadows that would be cast by the Proposed Project during the Summer Solstice (June 21), and Figure 3A-2A and Figure 3A-2B identify the level of shading that would occur as a result of the Proposed Project during the Winter Solstice (December 21). The Summer and Winter Solstices represent the two periods during the year when shading/shadow effects would be at their most extreme (least and most, respectively).

As shown in Figure 3A-1A, Figure 3A-1B, Figure 3A-2A, and Figure 3A-2B, the Proposed Project would not cast shadows onto any adjacent shade-sensitive uses for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. (between late October and early April), or for more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early April and late October). As such, impacts would be *less than significant*.

Mitigation Measure

No mitigation measures are required.

Residual Impacts

Impacts would be *less than significant*.

3A.5 CUMULATIVE IMPACTS

The geographic context for the analysis of cumulative aesthetic impacts includes the City. In general, aesthetic impacts, especially shade/shadow impacts, are localized. One of the related projects listed in Table 2-2 would be located close enough (700 feet) to the Proposed Project site that it could be cumulatively considerable with respect to shade/shadow impacts; however, this project, a 3,700-square-foot fast food restaurant at 5837 South Vermont Avenue, would likely be one-story in height and located within the existing commercial center west of the Proposed Project site. This related project would not create a demonstrable increase in shading/shadows in the area due to the height and scale of use proposed. Furthermore, the related project would be designed to conform to the general visual character of that neighborhood.

Therefore, implementation of the Proposed Project, in association with other potential projects in the City, would result in limited changes to the existing aesthetic environment. The Proposed Project would

have a ***less-than-significant*** impact on shade/shadow, and since no significant changes in land use would occur elsewhere in the Proposed Project vicinity, there would be ***no cumulative impacts*** to aesthetics as a result of the Proposed Project.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be ***less than significant***.

Figure 3A-1A Shading-Shadow—Summer Solstice

Page 1—8.5 x 11 Color

Page 2—8.5 x 11 Color

Figure 3A-1B Shading-Shadow—Summer Solstice

Page 1—8.5 x 11 Color

Page 2—8.5 x 11 Color

Figure 3A-2A Shading-Shadow—Winter Solstice

Page 1—8.5 x 11 Color

Page 2—8.5 x 11 Color

Figure 3A-2B Shading-Shadow—Winter Solstice

Page 1—8.5 x 11 Color

Page 2—8.5 x 11 Color

Subchapter 3B Air Quality

3B.1 INTRODUCTION

This subchapter addresses the impacts of the Proposed Project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthy pollutant concentrations. The type and quantity of emissions that would be generated by the construction and operation of the Proposed Project are analyzed and mitigation measures to reduce environmental impacts determined to be significant are proposed. This analysis is based in part on the results of an Air Quality Technical Report prepared by PCR Services Corporation (PCR) for the Proposed Project.[53] The complete air quality report is provided as Appendix B of this Final SEIR.

3B.2 EXISTING ENVIRONMENTAL SETTING

■ Regional Climate

Air quality is affected by both the rate and location of pollutant emissions and by meteorological conditions that influence the movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality.

The Proposed Project area lies within the South Coast Air Basin (SCAB).[54] The SCAB incorporates approximately 12,000 square miles within four counties—all of Orange County, most of Los Angeles and Riverside Counties, and the western portion of San Bernardino County—including some portions of what was previously known as the Southeast Desert Air Basin.[55] The distinctive climate of the SCAB is determined by its terrain and geographic location. The SCAB is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and high mountains around its remaining perimeter. The region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds.[56] The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds.[57]

The vertical dispersion of air pollutants in the SCAB is hampered by the presence of persistent temperature inversions.[58] High-pressure systems, such as the semi-permanent high-pressure zone in which the SCAB is located, are characterized by an upper layer of dry air that warms as it descends.[59] This upper layer restricts the mobility of cooler marine-influenced air near the ground surface, and results in the formation of subsidence inversions.[60] Such inversions restrict the vertical dispersion of air pollutants

[53] PCR Services Corporation. *Air Quality Technical Report—LAUSD South Los Angeles Area New High School #3*. October 3, 2007.
[54] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR)* (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board Certified June 8, 2004, Draft PEIR pp. 3.2-1 to 3.2-2.
[55] Ibid.
[56] Ibid.
[57] Ibid.
[58] Ibid.
[59] Ibid., pp. 3.2-1.
[60] Ibid.

released into the marine layer and, together with strong sunlight, can produce worst-case conditions for the formation of photochemical smog.[61]

The atmospheric pollution potential of an area is largely dependent on winds, atmospheric stability, solar radiation, and terrain. The combination of low wind speeds and low inversions produces the greatest concentration of air pollutants. On days without inversions, or on days of winds averaging over 15 mph, smog potential is greatly reduced.[62]

The Proposed Project site lies in the south central portion of Los Angeles County, within the boundaries of the City of Los Angeles. The annual average temperature in the project area ranges from a mean minimum of 55.9 degrees Fahrenheit (°F) to a mean maximum of 74.1°F.[63] The area typically experiences warm, dry summers, and the annual average total precipitation is 14.93 inches (predominantly occurring in the winter and early spring months).[64]

Air Pollutants of Concern

Criteria Air Pollutants

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law. These regulated air pollutants are known as "criteria air pollutants" and are categorized as primary and secondary pollutants. A primary air pollutant is emitted directly from a source. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_X), sulfur dioxide (SO_2), and most fine particulate matter (PM_{10}, $PM_{2.5}$), including lead (Pb) and fugitive dust, are primary air pollutants. Of these, CO, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. VOC and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants. Presented below is a description of each of the primary and secondary criteria air pollutants and their known health effects.

Carbon Monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation.

Volatile Organic Compounds (VOCs) are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of VOC include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by VOC, but rather by reactions of VOC to form secondary pollutants such as ozone.

Nitrogen Oxides (NO_X) serve as integral participants in the process of photochemical smog production. The two major forms of NO_X are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high

[61] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR)* (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board Certified June 8, 2004, Draft PEIR pp. 3.2-1 to 3.2-2.
[62] South Coast Air Quality Management District (SCAQMD), *CEQA Air Quality Handbook*, April 1993, pp. A8-1.
[63] Western Regional Climate Center, *Climatological Data Summaries for Los Angeles Basin Area*, http://www.wrcc.dri.edu/summary/climsmla.html.
[64] Ibid.

temperature and/or high pressure. NO_2 is a reddish-brown irritating gas formed by the combination of NO and oxygen. NO_X acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens.

Nitrogen Dioxide (NO_2) is a byproduct of fuel combustion. The principal form of NO_2 produced by combustion is NO, but NO reacts with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 part per million (ppm). NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10} (particulates having an aerodynamic diameter of 10 microns, or 0.0004 inch, or less in diameter) and ozone.

Sulfur Dioxide (SO_2) is a colorless, pungent, irritating gas. Sulfurous fossil fuel combustion is the primary source of SO_2. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. A primary source of SO_2 emissions is from the burning of high sulfur content coal. Gasoline and natural gas have very low sulfur content and hence do not release significant quantities of SO_2.

Particulate Matter (PM) consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized. Inhalable coarse particles, or PM_{10}, include that portion of the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 one-millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns (i.e., 2.5 one-millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction and transportation activities. However, wind action on arid landscapes also contributes substantially to local particulate loading. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to respiratory problems.

Fugitive dust primarily poses two public health and safety concerns. The first concern is that of respiratory problems attributable to the suspended particulates (PM_{10} and $PM_{2.5}$) in the air. The second concern is that of motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust may also cause significant property damage during strong windstorms by acting as an abrasive material agent (much like sandblasting). Finally, fugitive dust can result in a nuisance factor due to the soiling of proximate structures and vehicles.

Ozone (O_3), or smog, is one of a number of substances called photochemical oxidants that are formed when volatile organic compounds (VOC) and NO_X (both byproducts of the internal combustion engine) react with sunlight. O_3 is present in relatively high concentrations in the SCAB, and the damaging effects of photochemical smog are generally related to the concentrations of O_3. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Additionally, O_3 has been tied to crop damage, typically in the form of stunted growth and premature death. O_3 can also act as a corrosive, resulting in property damage such as the degradation of rubber products.

Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code

defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." Any substance that is listed as a hazardous air pollutant (HAP) pursuant to subsection (b) of Section 112 of the federal act (42 USC Sec. 7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency (Cal EPA), acting through the California Air Resources Board (CARB), is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or that may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (*Tanner Air Toxics Act*) and AB 2588 (*Air Toxics "Hot Spot" Information and Assessment Act of 1987*). The *Tanner Air Toxics Act* sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology (T-BACT) to minimize emissions. CARB has, to date, established formal control measures for 11 TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the *Air Toxics "Hot Spot" Information and Assessment Act of 1987*. Under AB 2588, toxic air contaminant emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

To date, the CARB has designated nearly 200 compounds as TACs. Additionally, the CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds. One of the most important in the southern California is particulate matter from diesel-fueled engines.

In 1998, the CARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC. Previously, the individual chemical compounds in the diesel exhaust were considered as TACs. Almost all diesel exhaust particle mass is in the fine particle range of 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

In 2000, the South Coast Air Quality Management District (SCAQMD) conducted a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,400 in a million. The largest contributor to this risk was diesel exhaust, accounting for 71 percent of the air toxics risk. A Health Risk Assessment (HRA) was performed for the Proposed Project which considered potential long-term impacts from exposure to emissions of TACs in the project area and is discussed in Impact 3.B-3 and Chapter 3D (Hazards).

Other Effects of Air Pollution

Just as humans are affected by air pollution, so too are plants and animals. Animals must breathe the same air and are subject to the same types of negative health effects. Certain plants and trees may absorb air pollutants that can stunt their development or cause premature death. There are also numerous

impacts to our economy, including lost workdays due to illness, a desire on the part of business to locate in areas with a healthy environment, and increased expenses from medical costs. Pollutants may also lower visibility and cause damage to property. Certain air pollutants are responsible for discoloring painted surfaces, eating away at stones used in buildings, dissolving the mortar that holds bricks together, and cracking tires and other items made from rubber.

In conformance with the requirements of the *Clean Air Act* Amendments (CAAA), the United States Environmental Protection Agency (USEPA) has prepared a monetary cost/benefit analysis related to implementation requirements. By the year 2010, the EPA estimates that its emissions reductions programs would cost approximately 27 billion dollars. The programs are estimated to result in a savings benefit of 110 billion dollars, for a net benefit of 83 billion dollars.[65] While these values are for the nation as a whole, a net benefit ratio of about 4:1 is noted and a similar ratio could be expected for the City of Los Angeles and its residents.

Another direct cost/benefit issue relates to federal funding. Areas that do not meet the federal air quality standards may lose eligibility for federal funding for road improvements and other projects that require federal or California Department of Transportation (Caltrans) approval.

Cleaner air also yields benefits to ecological systems. The quantified benefits of CAAA programs reflected in the overall monetary benefits include: increased agricultural and timber yields; reduced effects of acid rain on aquatic ecosystems; and reduced effects of nitrogen deposited to coastal estuaries. Many ecological benefits, however, remain difficult or impossible to quantify, or can only be quantified for a limited geographic area. The magnitude of quantified benefits and the wide range of unquantified benefits nonetheless suggest that as we learn more about ecological systems and can conduct more comprehensive ecological benefits assessments, estimates of these benefits could be substantially greater.

3B.3 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

The natural "greenhouse effect" allows the earth to remain warm and sustain life. Greenhouse gases trap the sun's heat in the atmosphere, like a blanket, and help determine the existing climate. Examples of greenhouse gases include carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons. The increased consumption of fossil fuels (wood, coal, gasoline, etc.) has substantially increased atmospheric levels of greenhouse gases. As atmospheric concentrations of greenhouse gases rise, so do temperatures. Over time this rise in temperatures would result in climate change. Theories concerning climate change and global warming existed as early as the late 1800s. By the late 1900s that understanding of the earth's atmosphere had advanced to the point where many climate scientists began to accept that the earth's climate is changing. Today, many climate scientists agree that some warming has occurred over the past century and will continue through this century.

The United Nations Intergovernmental Panel on Climate Change predicts that changes in the earth's climate will continue through the 21st century and that the rate of change may increase significantly in the future because of human activity. Many researchers studying California's climate believe that changes in the earth's climate have already affected California and will continue to do so in the future.

Projected future climate change may affect California in a variety of ways. Public health can suffer due to greater temperature extremes and more frequent extreme weather events, increases in transmission of infectious disease, and increases in air pollution. Agriculture is especially vulnerable to altered

[65] U.S. Environmental Protection Agency (USEPA), 1999. *The Benefits and Costs of the Clean Air Act Amendments of 1990.*

temperature and rainfall patterns, and new pest problems. Forest ecosystems would face increased fire hazards and would be more susceptible to pests and diseases. The Sierra snowpack that functions as the state's largest reservoir could shrink by a third by 2060, and to half its historic size by 2090. Runoff that fills reservoirs will start in midwinter, not spring, and rain falling on snow will trigger more flooding. The California coast is likely to face a rise in sea level that could threaten its shorelines. Sea level rise and storm surges could lead to flooding of low-lying property, loss of coastal wetlands, erosion of cliffs and beaches, saltwater contamination of drinking water, and damage to roads, causeways, and bridges.

On July 22, 2002, Governor Gray Davis signed AB 1493, which required the CARB to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. Transportation is California's largest source of carbon dioxide, with passenger vehicles and light duty trucks creating more than 30 percent of total climate change emissions. This emissions reduction requirement applies to 2009 and later model year vehicles.

More recently, on September 27 2006, Governor Arnold Schwarzenegger signed AB 32, which requires the CARB to monitor and reduce greenhouse gas emissions. Specifically, AB 32 requires the CARB to:

- Establish a statewide greenhouse gas emissions cap for 2020, based on 1990 emissions by January 1, 2008
- Adopt mandatory reporting rules for significant sources of greenhouse gases by January 1, 2008
- Adopt a plan by January 1, 2009 indicating how emission reductions will be achieved from significant greenhouse gas sources via regulations, market mechanisms and other actions
- Adopt regulations by January 1, 2011 to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gases, including provisions for using both market mechanisms and alternative compliance mechanisms
- Convene an Environmental Justice Advisory Committee and an Economic and Technology Advancement Advisory Committee to advise CARB
- Ensure public notice and opportunity for comment for all CARB actions
- Prior to imposing any mandates or authorizing market mechanisms, requires CARB to evaluate several factors, including but not limited to: impacts on California's economy, the environment, and public health; equity between regulated entities; electricity reliability, conformance with other environmental laws, and to ensure that the rules do not disproportionately impact low-income communities
- Adopt a list of discrete, early action measures by July 1, 2007 that can be implemented before January 1, 2010 and adopt such measures.

Current climate models were developed to analyze climate change on a global scale and are not sensitive enough to accurately measure an individual project's impact on global climate change. No guidance is available to local agencies regarding the methodology for assessing the potential for global warming impacts on a project scale, and no standards have been established to assess a project's contribution of greenhouse gases. Until such time that standards are established by the State and federal government and reliable modeling techniques at a regional and project level have been developed, the ability to assess a project's contribution to global climate change is severely limited. Similarly, the ability to develop mitigation that is effective and proportional to an individual project's impact, as required by CEQA, is dependent upon reliable modeling and impact thresholds. Therefore, as no impact conclusion can be reached for the Proposed Project, this issue is not further addressed in this SEIR.

3B.4 APPLICABLE REGULATIONS

Federal Clean Air Act

The Federal Clean Air Act (CAA) was passed in 1963 by the U.S. Congress and has been amended several times.[66] The federal CAA of 1970 forms the basis for the national air pollution control effort.[67] Basic elements of the CAA that may apply to the Program or apply in general include provisions for attainment and maintenance of the National Ambient Air Quality Standards (NAAQS) for major air pollutants (Title I), motor vehicle emissions and fuel standards (Title II), hazardous air pollutant standards (Title III), and stratospheric ozone protection (Title VI). The 1970 CAA Amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s.[68] In 1977, Congress again added several provisions, including non-attainment requirements for areas not meeting NAAQS and the Prevention of Significant Deterioration (PSD) Program.[69] The amendments identified specific emission reduction goals, required both a demonstration of reasonable further progress and attainment by specified dates, and incorporated more stringent sanctions for failure to attain the NAAQS or to meet interim attainment milestones. The 1990 Amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the U.S.[70] The current NAAQS are listed in Table 3B-1. As indicated, the averaging times for the various air quality standards (the duration over which they are measured) range from one-hour to an annual basis. The standards are read as a concentration, in parts per million (ppm), or as a weighted mass of material per a volume of air, in milligrams or micrograms of pollutant per cubic meter of air (mg/m^3 and $\mu g/m^3$, respectively).

U.S. Environmental Protection Agency New Source Review and Prevention of Significant Deterioration

The U.S. Environmental Protection Agency (USEPA) implements the PSD Program and New Source Review (NSR). PSD applies to major sources with annual emissions exceeding either 100 or 250 tons per year (tpy) depending on the source, or that cause or contribute adverse impacts to any federally classified Class I area.[71] PSD would not apply to the New School Construction Program. Specific new stationary sources that may be constructed as part of the New School Construction Program (i.e., boilers, emergency engines, etc.) would have to be permitted through the SCAQMD New Source Review process (Regulation XIII).

California Clean Air Act

In 1988, the State Legislature passed the California Clean Air Act (CCAA),[72] which established California's air quality goals, planning mechanisms, regulatory strategies, and standards of progress for the first time. The CCAA provides the State with a comprehensive framework for air quality planning regulation. The CCAA requires attainment of State ambient air quality standards by the earliest practicable date. Attainment Plans are required for air basins in violation of the State ozone, carbon

[66] Clean Air Act (CAA) of 1970, 42 U.S.C., public law 91-604.
[67] Ibid.
[68] Clean Air Act Amendments (CAAA) of 1990, 42 U.S.C., public law 101-549.
[69] USEPA, Office of Air Quality Planning and Standards (OAQPS), 40 CFR Parts 50, National Primary and Secondary Ambient Air Quality Standards (NAAQS).
[70] Clean Air Act Amendments (CAAA) of 1990, 42 U.S.C., public law 101-549.
[71] US Environmental Protection Agency (USEPA), 2002, 40 CFR Parts 51 and 52, Prevention of Significant Deterioration (PSD) and Nonattainment New Source Review (NSR).
[72] California Clean Air Act (CCAA) of 1988.

monoxide, sulfur dioxide, or nitrogen dioxide standards. Preparation of and adherence to Attainment Plans are the responsibility of the local air pollution districts or air quality management districts. The CCAA mandates achieving the health-based California Ambient Air Quality Standards (CAAQS) at the earliest practicable date.[73] The CAAQS are listed in Table 3B-1.

Table 3B-1 Federal and State Ambient Air Quality Standards

Pollutant	*Averaging Time*	*Federal Standard*	*California Standard*
Ozone (O_3)	8 Hour	0.080 ppm (157 µg/m^3)	0.09 ppm (180 µg/m^3)
	1 Hour	—	0.070 ppm (137 µg/m^3)
Carbon Monoxide (CO)	8 Hour	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1 Hour	35 ppm (40 mg/m^3)	20 ppm (23 mg/m^3)
Nitrogen Dioxide (NO_2)	Annual Average	0.053 ppm (100 µg/m^3)	—
	1 Hour	—	0.25 ppm (470 µg/m^3)
Sulfur Dioxide (SO_2)	Annual Average	0.03 ppm (80 µg/m^3)	—
	24 Hour	0.14 ppm (365 µg/m^3)	0.04 ppm (105 µg/m^3)
	3 Hour	—	—
	1 Hour	—	0.25 ppm (655 µg/m^3)
Respirable Particulate Matter (PM_{10})	Annual Arithmetic Mean	50 µg/m^3	20 µg/m^3
	24 Hour	150 µg/m^3	50 µg/m^3
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	15 µg/m^3	12 µg/m^3
	24 Hour	65 µg/m^3	—
Sulfates (SO_4)	24 Hour	—	25 µg/m^3
Lead	30 Day Average	—	1.5 µg/m^3
	Calendar Quarter	1.5 µg/m^3	—
Hydrogen Sulfide (H_2S)	1 Hour	—	0.03 ppm (42 µg/m^3)
Vinyl Chloride (chloroethene)	24 Hour	—	0.010 ppm (26 µg/m^3)
Visibility Reducing Particulates	1 Observation (8 hour)	—	Extinction coefficient of 0.23 per kilometer—visibility of 10 miles or more due to particles when the relative humidity is less than 70 percent.

SOURCE: California Air Resources Board, http://www.arb.ca.gov/aqs/aaqs2.pdf

In general, an area is designated as attainment for a specific pollutant if the concentrations of that air contaminant do not exceed the standard. Likewise, an area is designated as non-attainment for an air contaminant if that standard is violated. Where not enough ambient data are available to support designation as either attainment or non-attainment, the area would be designated as unclassified. Unclassified areas are normally treated the same as attainment areas for regulatory purposes. An area can be attainment for one air contaminant while non-attainment for another, or attainment for the federal standard and non-attainment for the State standard for the same contaminant. The entire area within the boundaries of an air district or air basin is usually evaluated to determine the air district's attainment status. The boundaries of the LAUSD are wholly within the SCAB. Table 3B-2 shows the area

[73] California Clean Air Act (CCAA) of 1988.

designation status of the SCAB for each criteria pollutant for both the federal and State ambient air quality standards.

Table 3B-2 Federal and State Attainment Status for Los Angeles County South Coast Air Basin

Pollutants	*Federal Classification*	*State Classification*
Ozone	Extreme Non-attainment	Extreme Non-attainment
$PM_{2.5}$	Non-attainment	Non-attainment
PM_{10}	Extreme Non-attainment	Non-attainment
CO	Non-attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment

SOURCE: California Air Resources Board, 2004 National and State Designations, http://www.arb.ca.gov/desig/adm/adm.htm

CO = carbon monoxide; NO_2 = nitrogen dioxide; SO_2 = sulfur dioxide; $PM_{2.5}$ = particulate matter less than 2.5 micrograms in diameter PM_{10} = particulate matter less than 10 micrograms in diameter.

California Health and Safety Code

The California Health and Safety Code requires an inventory of air toxics emissions from individual existing facilities, an assessment of health risk, and notification of potential significant health risk when found to be present.[74] In addition, California Health and Safety Code requires new or modified sources of air contaminants located within 1,000 feet from the outer boundary of a school to give public notice to the parents of school children before an air pollution permit is granted.[75]

California Education Code and Public Resources Code

California Education Code (CEC) and Public Resources Code (PRC) require school districts to consider off-site sources of hazardous air emissions before acquiring property for a school site or approving an EIR or negative declaration for a school site acquisition or new school construction project.[76,77] These sections require school districts to consult with appropriate agencies to identify facilities, including but not limited to freeways and other busy traffic corridors, large agricultural operations, and rail yards, within 0.25-mile of a proposed school site that might reasonably be expected to emit hazardous air emissions. If any such facilities are identified, the Board of Education must make one of the following findings before it can approve the school site acquisition or the CEQA document:

1. The health risks from identified facilities do not and will not constitute an actual or potential endangerment of public health to persons who would attend or be employed at the school
2. Corrective measures required by another governmental agency will mitigate all chronic or accidental emissions to levels that do not constitute an actual or potential endangerment of public health to persons who would attend or be employed at the school

[74] California Health and Safety Code (HSC), Division 26 Air Resources, Part 6, Air Toxics Hot Spots Information and Assessment, §44300.
[75] California Health and Safety Code (HSC), Division 26 Air Resources, Part 6, Part 4, Non-vehicular Air Pollution Control, Chapter 4 Enforcement, §42301.6.
[76] California Education Code (CEC), §17213(b).
[77] California Public Resources Code (PRC), §21151.8(a)(1)(2).

3. The school district is unable to locate an alternative site that is suitable due to a severe shortage of sites that meet the requirements of CEC, and the benefits of the site outweigh the adverse health impacts.[78]

Where a freeway or other busy traffic corridor is within 500 feet of a proposed school site, the school district must perform a health risk assessment pursuant to Health & Safety Code, based on appropriate air dispersion modeling that takes into account any potential mitigation measures.[79] The Board of Education must then find one of the following:

1. The air quality at the Proposed Project site is such that neither short-term nor long-term exposure poses significant health risks to pupils
2. The school district is unable to locate an alternative site that is suitable due to a severe shortage of sites that meet the requirements of CEC, and the benefits of the site outweigh the adverse health impacts.[80]

California Code of Regulations

California Code of Regulations (CCR), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools, limits idling times for school buses, transit buses, and other commercial vehicles (gross vehicle weight greater than 10,001 pounds, except for pickup trucks) when they are stopping at a school or located within 100 feet of a school (schools at or below the 12th grade level).[81] This regulation also requires that drivers of buses and commercial vehicles be informed of this regulation by the motor carrier (i.e., vehicle owner) and that the motor carrier keep records of compliance/noncompliance with this regulation.

Air Quality Management Plan

SCAQMD is required to produce plans to show how air quality will be improved. The CCAA requires that these plans be updated triennially to incorporate the most recent available technical information.[82] In addition, the USEPA requires that transportation conformity budgets be established based on the most recent planning assumptions (i.e., within the last 5 years). Therefore, plan updates are necessary to ensure continued progress toward attainment and to avoid a transportation conformity lapse and associated federal funding losses.

A multi-level partnership of governmental agencies at the federal, State, regional, and local levels implement the programs contained in these plans. Agencies involved include the USEPA, CARB, local governments, Southern California Association of Governments (SCAG), and SCAQMD.

SCAQMD has recently completed its final 2003 Air Quality Management Plan (AQMP) that includes a number of control measures that may impact the design, construction, and operation of new school sites.[83] While the 2003 AQMP has not yet been fully approved by CARB and USEPA, for the purposes of this document it has been used as the most recent and relevant AQMP.

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[78] California Education Code, §17213(a).
[79] California Health & Safety Code, §44360.
[80] California Education Code, §17213(a).
[81] California Code of Regulations (CCR), Title 13, §2480, *Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools.*
[82] California Clean Air Act (CCAA) of 1988.
[83] SCAQMD, 2003, *Draft 2003 Air Quality Management Plan.*

SCAQMD has established thresholds of significance for pollutant emissions during construction activities and Proposed Project operation as shown in Table 3B-3. During Proposed Project operation, SCAQMD sets the following concentration increases as significant for CO emissions emitted by vehicle trips:[84]

- 1 hour=20 parts per million
- 8 hour=9 parts per million

Table 3B-3 SCAQMD Criteria for Pollutant Emissions During Construction

Pollutant	*Project Construction*	*Project Operation*
Carbon Monoxide (CO)	550 lbs. per day	550 lbs. per day
Volatile organic Compounds (VOC)	75 lbs. per day	55 lbs. per day
Nitrogen Oxides (NO_X)	100 lbs. per day	55 lbs. per day
Sulfur Oxides (SO_X)	150 lbs. per day	150 lbs. per day
Particulate Matter (PM_{10})	150 lbs. per day	150 lbs. per day

SOURCE: SCAQMD, 2003, *Localized Significance Threshold Methodology*.

SCAQMD Rulebook

Emissions that would result from school projects within the Program area are subject to the rules and regulations of SCAQMD.[85] Rules and regulations of this agency are designed to achieve defined air quality standards that are protective of public health. To that purpose, they limit the emissions and the permissible impacts of emissions from projects, and specify emission controls and control technologies for each type of emitting source in order to ultimately achieve the air quality standards. There are a number of SCAQMD rules and regulations that apply to the construction and operation of schools, school additions, and ancillary facilities as well as the LAUSD vehicles that are associated with school expansions.

3B.5 EXISTING LOCAL AIR QUALITY

SCAQMD monitors air quality throughout the SCAB at various monitoring stations.[86] The Proposed Project site is located within SCAQMD's Source Receptor Area (SRA) 1, and is served by the Los Angeles—North Main Street air monitoring station, located at 1630 North Main Street in Los Angeles, CA 90012.[87] Pollutants monitored at this station include O_3, CO, NO_2, SO_2, $PM_{2.5}$, and PM_{10}.[88]

As shown in Table 3B-4, the monitoring data for this station indicates that the state 1-hour ozone (O_3) standard (CAAQS) was exceeded a total of 18 days between 2004 and 2006 within SRA 1. The national 1-hour O_3 standard (NAAQS) was not exceeded on any days. The national 8-hour O_3 standard (NAAQS) was exceeded a total of 2 days, while the 8-hour O_3 standard (CAAQS) was exceed a total of

[84] SCAQMD, 2003, *Localized Significance Threshold Methodology.*
[85] SCAQMD, 2004, *Rules and Regulations.*
[86] California Air Resources Board website, http://www.arb.ca.gov/qaweb/site.php. Accessed June, 4 2007.
[87] Ibid.
[88] California Air Resources Board website, http://www.arb.ca.gov/adam/cgi-bin/db2www/adamtop4b.d2w/Branch. Accessed June 5, 2007.

Table 3B-4 Air Monitoring Station Annual Summary

Pollutant/Standard	*2004*	*2005*	*2006*
O_3 (1-hour)			
Maximum Concentration (ppm)	0.110	0.121	0.108
Days > CAAQS (0.09 ppm)	7	2	8
Days > NAAQS (0.12 ppm)	0	0	0
O_3 (8-hour)			
Maximum Concentration (ppm)	0.091	0.098	0.079
Days > CAAQS (0.070 ppm)	7	2	N/A
Days > NAAQS (0.08 ppm)	1	1	0
PM_{10} (24-hour)			
Maximum Concentration (µg/m^3)	72.0	70.0	59
Days > CAAQS (50 ug/m^3)	5	3	3
Days > NAAQS (150 ug/m^3)	0	0	0
$PM_{2.5}$ (24-hour)			
Maximum Concentration (µg/m^3)	75.0	73.7	56.2
Days > NAAQS (150 ug/m^3)	0	2	0
CO (1-hour)[1]			
Maximum Concentration (ppm)	4.0	4.0	N/A
Days > CAAQS (20 ppm)	0	0	N/A
Days > NAAQS (35 ppm)	0	0	N/A
CO (8-hour)			
Maximum Concentration (ppm)	3.18	3.05	2.68
Days > CAAQS (9.0 ppm)	0	0	0
Days > NAAQS (9.0 ppm)	0	0	0
NO_2 (1-hour)			
Maximum Concentration (ppm)	0.157	0.126	0.111
Days > CAAQS (0.25 ppm)	0	0	0
SO_2 (24-hour)			
Maximum Concentration (ppm)	0.015	0.010	0.006
Days > CAAQS (0.04 ppm)	0	0	0
Days > NAAQS (0.14 ppm)	0	0	0

SOURCE: California Air Resources Board website, http://www.arb.ca.gov/adam/cgi-bin/db2www/adamtop4b.d2w/Branch

1: CO 1-hour measurements were taken from the South Coast Air Quality Management Board website; http://www.aqmd.gov/smog/historicaldata.htm

9 days.[89] The 24-hour PM10 standard (NAAQS) was not exceeded on any day over the last 3 years, but the 24-hour standard (CAAQS) was exceeded a total of 11 days.[90] The 24-hour $PM_{2.5}$ standard (NAAQS) was exceeded a total of 2 days over the last 3 years, while the 1-hour NO2 standard (CAAQS) was not

[89] California Air Resources Board website, http://www.arb.ca.gov/adam/cgi-bin/db2www/adamtop4b.d2w/Branch. Accessed June 5, 2007.
[90] Ibid.

exceeded on any day during the same study period.[91] No NAAQS or CAAQS for CO and SO_2 were exceeded within SRA 1 between 2004 and 2006.[92]

3B.6 SENSITIVE RECEPTORS

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases.

Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, as the majority of workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

Sensitive receptors within the surrounding community that could potentially be impacted by construction and/or implementation of the Proposed Project consist of:

- Single- and multi-family residences located to the west along Menlo Avenue, to the south along 60th Street, and to the east along Hoover Street, respectively (approximately 50 feet from the project site);
- LAUSD's Muir Middle School located at 5929 Vermont Avenue (approximately 650 feet to the west of the Proposed Project site);
- LAUSD's 61st Street Elementary School located at 6020 Figueroa Street (approximately 1,300 feet to the east of the Proposed Project site);
- Verbo De Dios located at 5932 Hoover Street (approximately 50 feet east of the Proposed Project site);
- Greater Mount Carmel Missionary Baptist Church located at 6001 S Hoover St (approximately 50 feet east of the Proposed Project site);
- The Nativity School located at 944 56th Street; the Nativity Church located at 937 57th Street (approximately 400 feet northwest of the Proposed Project site);
- Church of the Living God Temple No. 1 located at 5630 Hoover Street (approximately 850 feet northeast of the Proposed Project site);
- St. John's Well Child Center located at 811 58th Street (approximately 250 feet north of the Proposed Project site); and
- Maternity Center of Vermont located at 5859 Vermont Avenue (approximately 650 feet to the east of the Proposed Project site).[93]

[91] California Air Resources Board website, http://www.arb.ca.gov/adam/cgi-bin/db2www/adamtop4b.d2w/Branch. Accessed June 5, 2007.
[92] Ibid.
[93] Google Maps Website: http://maps.google.com/maps?tab=wl. Accessed June 5, 2007.

3B.7 IMPACTS AND MITIGATION

The environmental impact analyses presented below are on issues that were determined by the Initial Study to be potentially significant and less than significant with mitigation incorporated, or for issues identified by reviewing agencies, organizations, or individuals commenting on the Initial Study that expressed concern for particular issues (see Comments on NOP/Initial Study, Appendix A).

Methodology

Construction

Mass daily construction emissions were estimated by developing a reasonable estimate of construction schedule and phasing, and applying the mobile-source and fugitive dust emissions factors derived from URBEMIS 2002.[94,95] Emissions for $PM_{2.5}$ are not calculated directly by URBEMIS 2002; rather specific factors based on activity need to be applied to the calculated PM_{10} emissions.[96] As such, emission factors of 21 percent, 89 percent and 99 percent were applied to earth moving equipment, off-road equipment, and on-road equipment; respectively. The URBEMIS 2002 model separates the construction process into three stages. The first stage is building demolition with emissions resulting from demolition dust, any debris haul truck trips, equipment exhaust, and worker commute vehicle exhaust. The second stage of construction is site preparation (e.g., grading) with emissions resulting from fugitive dust, equipment exhaust, and worker commute vehicle exhaust. Emissions from the third stage of construction include equipment exhaust from building construction and asphalt paving, VOC emissions from architectural coating and asphalt paving, and worker commute vehicle exhaust.

Emissions for the localized construction air quality analysis were compiled using localized significance thresholds (LST) methodology promulgated by the SCAQMD. Similar to regional emissions, localized on-site emissions were calculated using URBEMIS 2002.[97] LST lookup tables for localized emissions were developed based upon the size or total area of the emissions source, the ambient air quality in each source receptor area, and the distance to the sensitive receptor. However, LST lookup tables are developed for projects that are 5 acres or less. LST methodology recommends performing dispersion modeling for projects larger than 5 acres, such as the Proposed Project.

LSTs for CO and NO_2 were derived by adding the incremental emissions impacts from the activity at the Proposed Project site to the peak background NO_2 and CO concentrations and comparing the total concentration to the most stringent air quality standards. Construction PM_{10} LSTs were derived using a dispersion model to back-calculate the emissions necessary to exceed a concentration equivalent to 50 $\mu g/m^3$ over five hours, which is the SCAQMD Rule 403 control requirement.[98]

Operational

Mobile-source emissions were calculated using the URBEMIS 2002 emissions inventory model, which multiplies the estimated daily vehicle miles traveled by applicable EMFAC 2007 emissions factors. The URBEMIS 2002 model output and worksheets for calculating regional operational daily emissions are

[94] URBEMIS 2002 is an emissions estimation/evaluation model developed by the CARB that is based, in part, on SCAQMD CEQA Air Quality Handbook guidelines and methodologies.
[95] PCR Services Corporation. *Air Quality Technical Report—LAUSD South Los Angeles Area New High School #3*. October 3, 2007.
[96] $PM_{2.5}$ Calculation Methodology was adopted by SCAQMD in October 2006.
[97] PCR Services Corporation. *Air Quality Technical Report—LAUSD South Los Angeles Area New High School #3*. October 3, 2007.
[98] Ibid.

provided in Appendix A of this report. Similar to construction impacts, $PM_{2.5}$ fractions need to be applied to the URBEMIS 2002 operational emission output data. A $PM_{2.5}$ emission factor of 99 percent must be applied to all stationary operational equipment and on-road mobile sources. These emissions were calculated conservatively based on the worst-case scenario and were added to the operational emission tables contained in this report. Stationary-source emissions were compiled using procedures outlined in the SCAQMD Handbook.[99]

Toxic Air Contaminants (TAC) Impacts—Construction and Operations

Potential TAC impacts are evaluated by conducting a screening-level analysis followed by a more detailed analysis (i.e., dispersion modeling) if necessary. If it is determined that the Proposed Project would introduce a new source, or modify an existing TAC emissions source, then downwind sensitive receptor locations are identified and a Tier 1 screening level analysis is conducted. The Tier 1 analysis determines health risk based on pollutant screening levels, which are determined based on distance to sensitive receptors and toxic content in fuels.

Appendix B provides detailed information on air quality analyses and modeling data.

Criteria for Determining Significance

The Proposed Project would result in significant air quality impacts if it would do any of the following:[100]

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- Create or contribute to a non-stationary source "hotspot" (primarily carbon monoxide [CO])
- Expose sensitive receptors to substantial pollutant concentrations
- 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 that exceed quantitative thresholds for ozone precursors)

Project Impacts

Impact 3.B-1	**Violate any air quality standard or contribute substantially to an existing or projected air quality violation.**

Construction Emissions

Construction of the Proposed Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and vehicle trips generated from construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from demolition and grading activities. Mobile source emissions, primarily NO_X, would result from the use of construction equipment such as excavators, bulldozers, and wheeled loaders. During the finishing phase, paving operations and the application of architectural coatings (i.e., paints) and other building materials would release VOCs. Construction emissions can vary substantially from day to day, depending on the level of activity, the

[99] PCR Services Corporation. *Air Quality Technical Report—LAUSD South Los Angeles Area New High School #3*. October 3, 2007.
[100] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR)* (incorporates the *New School Construction Program, Draft PEIR*), published May 2004. Board certified June 8, 2004, pp. 3.2-10.

specific type of operation and, for dust, the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Emissions were evaluated using conservative estimates, representing a worst-case day. Table 3B-5 displays anticipated emissions from construction of the Proposed Project. Several phases, such as site preparation and building construction, may overlap. In order to present the worst-case scenario, emissions from overlapping phases were calculated and compared to the applicable SCAQMD thresholds. Also, two grading scenarios were proposed for the Proposed Project, both of which were analyzed for this SEIR. The first scenario is over-excavation and recompaction, which would require approximately 120,000 cubic yards of soil movement. The second scenario involves trenching only, which would require approximately 4,900 cubic yards of soil movement. All other phases, such as demolition and building construction, would remain constant. Data presented in Table 3B-5 assumes compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, as discussed below.

Table 3B-5 Unmitigated Maximum Daily Construction Emissions

	Estimated Emissions (lbs/day)					
Stage	***CO***	***NO_X***	***PM_{10}*** [a]	***$PM_{2.5}$***	***VOC***	***SO_X***
Scenario 1 (Over Excavation/Recompaction)						
Demolition	76	80	7	3	10	0
Site Preparation	123	90	25	7	15	0
Building Erection/Finishing	160	107	4	3	54	<1
Maximum Regional Emissions	***160***	***107***	***25***	***7***	***54***	<1
Daily Thresholds for Construction Emissions (lbs/day)	550	100	150	55	75	150
Over/(Under)	(390)	7	(125)	(48)	(21)	(150)
Significant Impact?	**No**	**Yes**	**No**	**No**	**No**	**No**
Scenario 2 (Trenching)						
Demolition	76	80	7	3	10	<1
Site Preparation	60	42	2	1	7	<1
Building Erection/Finishing	160	107	4	3	54	<1
Maximum Regional Emissions	***160***	***107***	***7***	***3***	***54***	***<1***
Daily Thresholds for Construction Emissions (lbs/day)	550	100	150	55	75	150
Over/(Under)	(390)	7	(143)	(52)	(21)	(150)
Significant Impact?	**No**	**Yes**	**No**	**No**	**No**	**No**

SOURCE: PCR Services Corporation. *Air Quality Technical Report – LAUSD South Los Angeles Area New High School #3*. October 3, 2007.

Compiled using the URBEMIS 2002 emissions inventory model.

[a] PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with the SCAQMD Rule 403 requirements for fugitive dust suppression.

During construction, the Proposed Project would be subject to SCAQMD Rule 403 (Fugitive Dust).[101] SCAQMD Rule 403 prohibits a construction site from causing an incremental PM_{10} concentration impact at the property line of more than 50 micrograms per cubic meter as determined through PM_{10} high-volume sampling. However, the concentration standard and associated PM_{10} sampling do not apply if specific measures identified in the rule are implemented and appropriately documented.

[101] SCAQMD, 2004, Rules and Regulations.

SCAQMD Rule 403 identifies two sets of specific measures: one for high wind conditions and the other for more normal wind conditions.[102] When wind gusts exceed 25 miles per hour, neither the sampling requirement nor the general requirement applies, as long as the SCAQMD Rule 403 measures for high wind conditions are implemented and appropriately documented. During normal wind conditions (i.e., with wind gusts less than 25 miles per hour), the sampling requirement does not apply, as long as the SCAQMD Rule 403 measures are implemented and appropriately documented.

As shown in Table 3B-5, construction-related daily (short-term) emissions would remain below thresholds for VOC, PM_{10}, $PM_{2.5}$, CO, and SO_X but would exceed SCAQMD significance thresholds for NO_X. Thus, a significant short-term air quality impact would result.

Operational Emissions

Regional air pollutant emissions associated with project operations would be generated by the consumption of electricity and natural gas, and by the operation of on-road vehicles. Pollutant emissions associated with energy demand (i.e., electricity) are classified by the SCAQMD as regional stationary source emissions. Electricity is considered an area source since it is produced at various locations within, and outside of the SCAB. Since it is not possible to isolate where electricity is produced, these emissions are conservatively considered to occur within the SCAB and are regional in nature. Criteria pollutant emissions associated with the production and consumption of energy were calculated using emission factors from the SCAQMD's CEQA Air Quality Handbook (Appendix to Chapter 9) and URBEMIS 2002. The Proposed Project site currently consists mainly of residential uses as well as retail and light industrial uses. Existing operational emissions were calculated and compared to the operational emissions of the Proposed Project. Mobile-source emissions were calculated using the URBEMIS 2002 emissions inventory model, which multiplies an estimate of daily vehicle miles traveled (VMT) by applicable EMFAC 2007 emissions factors. Total operational emissions are presented in Table 3B-6. As shown, total operational emissions would not exceed the thresholds established by SCAQMD.

The Proposed Project is not expected to increase overall air emissions. Rather, providing a new neighborhood school closer to the target community would reduce overall commute emissions in the region. Therefore, impacts during operation of the proposed school would be less than significant.

■ Mitigation Measures

The following mitigation measure would be implemented as part of the Proposed Project:

M-3B.1 *Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.*

■ Residual Impacts

Implementation of the mitigation measure described above, in addition to the Construction BMPs listed in Chapter 2, would reduce construction emissions for all pollutants. However, as shown in Table 3B-7 below, the project would remain in exceedance of the SCAQMD regional significance thresholds for NO_X during the most intense construction period. As such, construction activities would result in a *significant and unavoidable* impact even with incorporation of all feasible mitigation measures.

[102] SCAQMD, 2004, Rules and Regulations.

Table 3B-6 Operational Emissions

Emission Source	Estimated Emissions (lbs/day)					
	CO	NO_X	PM_{10}[b]	$PM_{2.5}$	VOC	SO_X
Existing						
On Road Mobile Sources[a]	<1	9	10	2	7	<1
Area Source[c]	<1	2	<1	<1	8	<1
Stationary Sources[b]	<1	<1	2	<1	<1	<1
Total Existing	**<1**	**11**	**12**	**3**	**16**	**<1**
Project						
On Road Mobile Sources[a]	269	33	36	48	33	9
Area Source[c]	2	2	<1	4	2	<1
Stationary Sources[b]	<1	<1	1	<1	<1	<1
Total Project	**271**	**35**	**37**	**51**	**35**	**9**
Total Net	**195**	***25***	***25***	***36***	***25***	***6***
Daily Thresholds for Operational Emissions (lbs/day)	550	55	150	55	55	150
Over/(Under)	(355)	(30)	(125)	(19)	(30)	(144)
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

SOURCE: PCR Services Corporation. *Air Quality Technical Report – LAUSD South Los Angeles Area New High School #3*. October 3, 2007.

a. Mobile emissions calculated using the URBEMIS 2002 emissions inventory model.

b Emissions due to project-related electricity generation, calculated based on guidance provided in the SCAQMD's *CEQA Air Quality Handbook*.

c. Area sources include landscape equipment emissions and miscellaneous source (e.g., detergents, cleaning compounds, glues, polishes and floor finishes).

During operation the proposed Project would not result in regional emissions that exceed the SCAQMD significance thresholds. Thus, air quality impacts during operation are *less than significant*.

Impact 3.B-2 Create or contribute to a non-stationary source "hotspot" (primarily carbon monoxide [CO]).

The SCAQMD recommends performing a CO hotspots analysis if the volume to capacity (V/C) ratio increases by 2 percent or more as a result of a proposed project for intersections rated D or worse or if the level of service (LOS) declines from C to D. As detailed in Subchapter 3E (Traffic and Transportation), project traffic volumes would meet these criteria at three intersections.

CO concentration levels were forecasted at the intersections using the CALINE4 dispersion model developed by the California Department of Transportation, using peak-hour traffic volumes and conservative meteorological assumptions. Conservative meteorological conditions include low wind speed, stable atmospheric conditions, and the wind angle producing the highest CO concentrations for each case. CO concentrations were modeled under the future (2012) No Project and with Project conditions.[103] As shown in Table 3B-8, project generated traffic volumes are forecasted to have a negligible effect on the projected 1-hour and 8-hour CO concentrations at these intersection locations. Because a significant impact would not occur at the intersections which operate at the highest V/C ratio,

[103] PCR Services Corporation. *Air Quality Technical Report—LAUSD South Los Angeles Area New High School #3*. October 3, 2007.

Table 3B-7 Maximum Daily Construction Emissions with Mitigation

Stage	Estimated Emissions (lbs/day)					
	CO	NO_X	PM_{10}[a]	$PM_{2.5}$	VOC	SO_X
Scenario 1 (Over Excavation/Recompaction)						
Demolition	72	77	7	3	9	<1
Site Preparation	117	85	17	6	14	<1
Building Erection/Finishing	153	102	3	3	53	<1
Maximum Regional Emissions	***153***	***102***	***17***	***6***	***53***	***<1***
Daily Thresholds for Construction Emissions (lbs/day)	550	100	150	55	75	150
Over/(Under)	(397)	2	(133)	(49)	(22)	(150)
Significant Impact?	**No**	**Yes**	**No**	**No**	**No**	**No**
Scenario 2 (Trenching)						
Demolition	72	77	7	3	9	<1
Site Preparation	57	40	2	1	7	<1
Building Erection/Finishing	153	102	3	3	53	<1
Maximum Regional Emissions	***153***	***102***	***7***	***3***	***52***	***<1***
Daily Thresholds for Construction Emissions (lbs/day)	550	100	150	55	75	150
Over/(Under)	(397)	2	(143)	(52)	(22)	(150)
Significant Impact?	**No**	**Yes**	**No**	**No**	**No**	**No**

SOURCE: PCR Services Corporation. *Air Quality Technical Report—LAUSD South Los Angeles Area New High School #3*. October 3, 2007.

Compiled using the URBEMIS 2002 emissions inventory model. Mitigation Measures include keeping engines properly tuned and watering exposed surfaces three times per day.

[a] PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with the SCAQMD Rule 403 requirements for fugitive dust suppression.

Table 3B-8 Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-hour 2012 Base Concentration[b] (ppm)	Maximum 1-hour 2012 w/Project Concentration[c] (ppm)	Significant 1-hour Impact[d]	Maximum 8-hour 2012 Base Concentration[e] (ppm)	Maximum 8-hour 2012 w/Project Concentration[f] (ppm)	Significant 8-hour Impact[d]
Hoover Street and Gage Avenue	A.M.	6.6	6.7	NO	5.4	5.4	NO
	P.M.	6.5	6.6	NO	5.4	5.4	NO
Hoover Street and Slauson Avenue	A.M.	6.6	6.7	NO	5.4	5.5	NO
	P.M.	6.8	6.9	NO	5.5	5.6	NO
Vermont Avenue and Slauson Avenue	A.M.	6.7	7.0	NO	5.6	5.7	NO
	P.M.	7.0	7.1	NO	5.7	5.7	NO

SOURCE: PCR Services Corporation. *Air Quality Technical Report—LAUSD South Los Angeles Area New High School #3*. October 3, 2007.

a. Peak hour traffic volumes are based on the Traffic Impact Study prepared by Katz, Okitsu and Associates, October 2007.
b. SCAQMD 2011 1-hour ambient background concentration (5.1 ppm) + 2011 Base traffic CO 1-hour contribution.
c. SCAQMD 2011 1-hour ambient background concentration (5.1 ppm) + 2011 w/ Project traffic CO 1-hour contribution.
d. The most restrictive standard for 1-hour CO concentrations is 20 ppm and for 8-hour concentrations is 9.0 ppm.
e. SCAQMD 2011 8-hour ambient background concentration (4.6 ppm) + 2011 Base traffic CO 8-hour contribution.
f. SCAQMD 2011 8-hour ambient background concentration (4.6 ppm) + 2011 w/ Project traffic CO 8-hour contribution.

no significant impact would occur at any other analyzed roadway intersections as a result of Project-generated traffic volumes. Thus, the Proposed Project would not cause any new or exacerbate any existing CO hotspots. As a result, impacts related to localized mobile-source CO emissions would be less than significant.

■ Mitigation Measures

No mitigation measures are required.

■ Residual Impacts

Impacts would be *less than significant*.

Impact 3.B-3 Expose sensitive receptors to substantial pollutant concentrations.

As mentioned previously, a localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Lookup tables provided in the LST document are not applicable to this project since it is larger than five acres in size. Thus, the localized effects from the on-site construction emissions of pollutants were analyzed using the ISCST3 dispersion model. The results of the dispersion modeling are presented in Table 3B-9. As shown in Table 3B-9, $PM_{2.5}$, CO and NO_2 concentrations would remain below thresholds, but PM_{10} concentrations would exceed thresholds under the over-excavation scenario. Thus, localized construction pollutant concentrations would result in a significant short-term air quality impact.

Table 3B-9 Unmitigated Local Construction Impacts

Maximum Overlapping Phases[a]	*1-Hour CO (ug/m^3)*	*8-Hour CO (ug/m^3)*	*1-Hour NO_2 (ug/m^3)*	*24-Hour PM_{10} (ug/m^3)*	*24-Hour $PM_{2.5}$ (ug/m^3)*
Scenario 1 (Over Excavation and Recompaction)					
Project Concentration	840	202	64	19	7
Localized Threshold	14,950	3,444	170	10.4	10.4
Over/(Under)	(14,110)	(3,242)	(106)	9	(3)
Exceed Threshold?	No	No	No	**Yes**	No
Scenario 2 (Trenching)					
Project Concentration	840	202	64	1	1
Localized Threshold	14,950	3,444	170	10.4	10.4
Over/(Under)	(14,110)	(3,242)	(106)	(9)	(10)
Exceed Threshold?	No	No	No	No	No

SOURCE: PCR Services Corporation. *Air Quality Technical Report—LAUSD South Los Angeles Area New High School #3*. October 3, 2007.

[a] Assumes overlapping Site Grading and Building Construction.

Operational Emissions

Operational air toxics result from both mobile and stationary sources. The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulates and has provided

guidance for analyzing mobile source diesel emissions.[104] However, operation of a high school would not generate a substantial increase in emissions from mobile sources. The operation of a high school would not include any substantial sources of toxic air emissions, therefore, the emissions of TACs would be considered less than significant.

In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to limit heavy duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs and air pollutants. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds which are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel fueled commercial vehicles to idle for more than 5 minutes at any given time. Potential localized air toxic impacts from on-site sources of diesel particulate emissions would be minimal since only a limited number of school buses would access the Proposed Project site, and the trucks that do visit the site would not idle on the Proposed Project site for extended periods of time. Based on the limited activity of the toxic air contaminant sources, the Proposed Project would not warrant the need for a health risk assessment associated with on-site activities, and, in this regard, potential air toxic impacts would be less than significant.

A Health Risk Assessment (HRA) was prepared to evaluate the impact of off-site activities on the occupants of the proposed school. Specifically, the HRA considered the impact of potential long-term (i.e., chronic) exposure to hazardous emissions generated from properties within a 0.25-mile radius (1,320 feet) of the Proposed Project site that have the potential for generating hazardous and acutely hazardous air emissions. The Proposed Project site is not located within 500 feet of a freeway or busy traffic corridor; therefore, an assessment of both short-term and long-term exposures from on-road mobile source activity was not performed.[105]

As described in Chapter 3D (Hazards), the HRA found that students and faculty utilizing the Proposed Project site would not be exposed to substantial pollution concentrations resulting from hazardous emissions generated from properties within a 0.25-mile radius of the Proposed Project site.[106] As such, this impact is less than significant.

Mitigation Measures

Mitigation measure **M-3B.1** would apply to this impact.

Residual Impacts

Implementation of mitigation measure **M-3B.1** described above, as well as LAUSD's construction BMPs would reduce localized PM_{10} emissions by 39 percent and $PM_{2.5}$ emissions by 23 percent. Dispersion modeling was run for the mitigated case of Scenario 1 (Over-Excavation), which has a localized PM_{10} impact. Even with incorporation of mitigation measures, the maximum offsite unmitigated PM_{10} concentration of 19.4 $\mu g/m^3$ would be reduced to 12.3 $\mu g/m^3$, still above the 10.4 $\mu g/m^3$ threshold. $PM_{2.5}$ would be reduced from 7.0 $\mu g/m^3$ to 4.0 $\mu g/m^3$. This impact occurs at residential uses adjacent to the project site on the south-west. The ISCST-modeled potential impacts are based on a set of conservative assumptions that incorporate worst-case 1981 SCAQMD mandated meteorological conditions and maximum daily PM_{10} emissions occurring every day throughout the entire modeled year. Therefore, if

[104] PCR Services Corporation. *Air Quality Technical Report—LAUSD South Los Angeles Area New High School #3*. October 3, 2007.
[105] Weston Solutions, Inc., *Health Risk Assessment (HRA) for South Los Angeles Area High School No. 3*, March 2007.
[106] Ibid.

grading activities occurred for the entire year, at the maximum rate of activity, the model predicts that one day out of 365 days an off-site concentration could be as high as 19.4 µg/m^3 for PM_{10} and 7.0 µg/m^3 for $PM_{2.5}$.

Actual construction activities on average would typically occur at a reduced level compared to the maximum predicted day and would have a corresponding reduction in pollutant emissions. Therefore, the modeled set of conservative assumptions likely overstates the potential localized impacts. However, the conclusion remains that project impacts for localized PM_{10} emissions and $PM_{2.5}$ emissions during construction would exceed thresholds and would therefore be *significant and unavoidable,* even with incorporation of all feasible mitigation measures.

However, no notable operational impacts related to TAC emissions are anticipated to occur as a result of the Proposed Project. As such, impacts would be *less than significant* during operation of the Proposed Project.

3B.8 CUMULATIVE IMPACTS

Impact 3.B-4	**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 that exceed quantitative thresholds for ozone precursors).**

The CEQA Guidelines require that projects be evaluated with respect to their contribution to the cumulative effects resulting from past, present, and reasonably foreseeable future projects.[107] This contribution with respect to air emissions would include both construction and operational emissions. The cumulative context of this discussion is the related projects in the City of Los Angeles listed in Table 2-1 of this Final SEIR, which shows a total of five related projects.

Cumulative air quality impact analysis takes into consideration related projects in the vicinity that may be constructed concurrently with the Proposed Project. LAUSD's SCAQMD-approved approach to determining cumulative air quality impacts is to determine whether or not there are related LAUSD projects in the vicinity of the project under consideration, within approximately 1 mile.[108] Further, should the LAUSD cumulative scenario result in a significant impact, other non-LAUSD projects located within 1 mile shall also be taken into consideration. In order to assess cumulative air quality impacts, related projects within a 1-mile radius of the project site were analyzed for both cumulative construction and operational emissions. Cumulative construction emissions were calculated assuming that related projects would be constructed concurrently with the Proposed Project. Since detailed construction data (schedule, equipment mix, etc.) may not available for related projects within a 1-mile radius, emissions were calculated based on construction equipment and schedule typically associated with the related project land use. Construction emissions were calculated for each related project using URBEMIS2002 or previously analyzed projects using the most up to date methodology. Operational emissions were also calculated with URBEMIS2002 using trip generation and amount of land use associated with each related project.

[107] California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, §15130, 2004.
[108] Steve Smith, Written Communication, SCAQMD, July 20, 2005.

The LAUSD's proposed South Los Angeles Region Elementary School No. 6 is located approximately 4,000 feet east of the Proposed Project site within the 1-mile radius recommended by the SCAQMD and expected to be constructed concurrently with the Proposed Project. The proposed Central Region Elementary School No. 16 is located approximately 4,500 feet northeast of the Proposed Project site and also expected to be constructed concurrently with the Proposed Project. Total emissions for construction and operation of the Proposed Project and related LAUSD projects with a one-mile radius are presented in Table 3B-10 and Table 3B-11; respectively. Emissions calculations assume implementation of SCAQMD Rule 403 and all applicable BMPs. As shown in Table 3B-10, construction emissions exceed SCAQMD thresholds for NO_x, but would remain below thresholds for all other pollutants. Operational emissions shown in Table 3B-11 would exceed thresholds for CO, NO_X and VOCs. As discussed under Impact 3B-1, construction related emissions for the Proposed Project would exceed SCAQMD thresholds for NO_X. Therefore, a *potentially significant* cumulative impact could result.

Table 3B-10 Cumulative Construction Emissions

	Estimated Emissions (lbs/day)					
Stage	***CO***	***NO_X***	***PM_{10}[a]***	***$PM_{2.5}$***	***VOC***	***SO_X***
SLAHS No. 3 (Site Preparation)	123	90	25	14	15	<1
CRES No. 16 (Construction)[a]	35	21	1	1	14	<1
SRES No. 6 (Construction)[a]	47	37	1	1	26	<1
Fast Food Restaurant[b]	31	64	6	5	—	<1
Los Angeles County Office Park[c]	41	90	6	5	—	<1
Private School Expansion[a]	9	5	<1	<1	4	<1
Maximum Cumulative Construction Regional Emissions	***286***	***307***	***39***	***26***	***59***	***<1***
Daily Thresholds for Construction Emissions (lbs/day)	550	100	150	55	75	150
Over/(Under)	(264)	207	(111)	(29)	(16)	(150)
Significant Impact?	**No**	**Yes**	**No**	**No**	**No**	**No**

SOURCE: PCR Services Corporation. *Air Quality Technical Report—LAUSD South Los Angeles Area New High School #3*. October 3, 2007. LAUSD. *South Region Elementary School No. 6 Draft EIR.* September 2007.

Worst-case daily emissions are expected to occur during project site preparation and overlap with construction of related projects.

[a] Based on construction emissions from LAUSD South Region Span K–8 No. 1 School EIR, January 2007 and LAUSD South Region Elementary School No. 6 EIR, September 2007.

[b] Based on SCAQMD Sample Construction Scenario for 1-acre site (http://www.aqmd.gov/ceqa/handbook/LST/LST.html).

[c] Based on SCAQMD Sample Construction Scenario for 5-acre site (http://www.aqmd.gov/ceqa/handbook/LST/LST.html).

Mitigation Measures

Mitigation measure **M-3B.1** would apply to this impact.

Residual Impacts

As shown in Table 3B-10, construction emissions exceed SCAQMD thresholds for NO_X, but would remain below thresholds for all other pollutants. Operational emissions shown in Table 3B-11 would exceed thresholds for CO, NO_X and VOCs. As such, cumulative impacts would be *significant and unavoidable*.

Table 3B-11 Cumulative Operational Emissions

Emissions Source	Estimated Emissions (lbs/day)					
	CO	NO_X	PM_{10}	$PM_{2.5}$	VOC	SO_X
On Road Mobile Sources[a]	718	95	91	23	73	1
Area Sources[c]	7	5	<1	<1	9	<1
Stationary Sources[b]	4	1	20	1	1	3
Related Projects Total	***727***	***100***	***111***	***24***	***83***	***3***
Proposed Project Total	***195***	***25***	***25***	***6***	***36***	***<1***
Cumulative Total	922	125	136	30	119	3
Daily Thresholds for Construction Emissions (lbs/day)	550	55	150	150	55	150
Over/(Under)	**372**	**70**	(14)	(120)	**64**	(147)
Significant Impact?	**Yes**	**Yes**	**No**	**No**	**Yes**	**No**

SOURCE: PCR Services Corporation. *Air Quality Technical Report—LAUSD South Los Angeles Area New High School #3*. October 3, 2007.

a. Mobile emissions calculated using the URBEMIS 2002 emissions inventory model.

b Emissions due to project-related electricity generation, calculated based on guidance provided in the SCAQMD's *CEQA Air Quality Handbook*.

c Area sources include landscape equipment emissions and miscellaneous source (e.g., detergents, cleaning compounds, glues, polishes and floor finishes).

Subchapter 3C Cultural Resources

3C.1 INTRODUCTION

This subchapter describes the cultural (historical) resources present on or near the Proposed Project site and evaluates the potential effects of the Proposed Project on those resources.

Definitions of Historical Resources

The National Historic Preservation Act of 1966 established the National Register of Historic Places (NRHP) to recognize resources associated with the country's history and heritage. Structures and features must usually be at least 50 years old to be considered for listing in the NRHP, barring exceptional circumstances.[109] In order to be considered for listing in the NRHP, a property must have, "the quality of significance in American history, architecture, archaeology, engineering, and culture that is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association."[110] Additionally, a property must meet the following criteria for evaluation:

a. Being associated with events that have made a significant contribution to the broad patterns of our history
b. Being associated with the lives of persons significant in our past
c. Embodying the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values, represent a significant and distinguishable entity whose components may lack individual distinction
d. Having yielded, or may be likely to yield, information important in prehistory or history

The California Register of Historical Resources (CRHR) was created to identify resources deemed worthy of preservation on a State level and was modeled closely after the NRHP. The criteria are nearly identical to those of the NRHP but focus upon resources of statewide, rather than national, significance.[111] The CRHR automatically includes resources listed on, or formally determined to be eligible for listing in, the NRHP. The CEQA statute and Guidelines provide five basic definitions for what may qualify as an historical resource. Specifically, CEQA provides a description for the first three of these definitions as follows:[112]

> … an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subsection (k) of Section 5020.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section.

[109] Code of Federal Regulations 36 (CFR) § 60.2.
[110] Code of Federal Regulations Title 26 Part 63.
[111] California Public Resources Code (PRC) § 5024.1.
[112] California Environmental Quality Act (CEQA), Section 21084.1.

To simplify the first three definitions provided in the CEQA statue, an historical resource is a resource that is any of the following:

- Listed in the California Register of Historical Resources (CRHR)
- Determined eligible for the California Register by the State Historical Resources Commission
- Included in a local register of historical resources

Section 15064.5 of the CEQA Guidelines supplements the statute by providing two additional definitions of historical resources, which include resources that meet the following criteria:

- Identified as significant in an historical resource survey meeting the requirements of Public Resources Code §5024.1(g)
- Determined by a Lead Agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing on the California Register

3C.2 EXISTING ENVIRONMENTAL SETTING

Regional History

The area surrounding the Proposed Project site developed out of the early settlements that spread from the first "pueblo" founded on September 4, 1781.[113] This Pueblo was founded by twelve families, numbering forty-six-people, and was named "Nuestra Senora La Reina de Los Angeles."[114] Governor Felipe de Neve granted jurisdiction over four square leagues of land in each direction from the central plaza of the pueblo.[115] These boundaries remained the same through the Spanish and Mexican periods, and the admission of California to statehood, and were expanded with the establishment of Los Angeles city limits in the 1850s.[116]

The floodplain of the Los Angeles River, southwest of the pueblo, became an agricultural area devoted mostly to fruit and vegetables, and it gave rise to the first industry (fruit drying) in the area in 1874.[117] News in 1869 that the transcontinental railroad would reach Los Angeles had also spurred development, which continued when Southern Pacific incorporated the first Los Angeles railroad into its system in 1876.[118] The real estate boom of the 1880s then began when the Santa Fe Railroad opened a competing transcontinental line in the 1880s.[119]

Water also played a major role in the development of the area: from the Spanish period, parcelization of the land extended southwards along extensions of the irrigation ditches, which, by the 1880's, extended well beyond the City limits.[120] Court decisions allowing the sale of City water only to City residents

[113] Los Angeles Department of City Planning, *South Central Los Angeles Community Plan*. March 2000. Website: cityplanning.lacity.org. Accessed June 5, 2007.
[114] Ibid.
[115] Ibid.
[116] Ibid.
[117] Ibid.
[118] Ibid.
[119] Ibid.
[120] Ibid.

forced annexation of this region to the City in 1898.[121] Further several portions of this region had previously depended upon artesian wells for water.[122]

In the early 1900's the Black Community in Los Angeles was located in the area around Central Avenue.[123] After World War I, and through the 1920's, the Black Community expanded south along the Central Avenue Street Car line.[124] Various discriminatory barriers made settlement for Blacks difficult in other areas of the City, and this area became the City's center of Black life and a port of entry for most Blacks into the City.[125] Defense-related jobs during World War II brought a second wave of expansion of Black people, and after the War and the demise of deed restrictions, Blacks began moving south and west into other parts of the City.[126]

The area was annexed to the City in the early 20th century, growing the City to its southwest.[127] This annexation also facilitated the annexation of the narrow corridor, known as "The Shoestring" annexation, which connected the City to ports of San Pedro and Wilmington and facilitated annexation of the ports areas to the City.[128]

Site History

The area including and surrounding the Proposed Project site is located about 7 miles slightly southwest of the City of Los Angeles' downtown City Hall.[129] The neighborhood area is bounded by West Slauson Avenue to the north, South Hoover Street to the East, West 60th Street on the South and Menlo Avenue on the West. (see Chapter 2, Figure 2-2).[130]

The study area for this report encompasses the south side of West 59th Street at the north, South Hoover Street to the East, West 60th Street on the South and Menlo Avenue on the West.[131] All of these lots were developed in the first 25 years of the 20th century.[132] Although a few structures were built before 1910, most were built during the early teens and the remainder during the early to mid-1920s. The local economy tracked the world economy and a lull in construction occurred during World War I.[133]

The dominant residential property types in the neighborhood are one-story cottages and bungalows.[134] These structures were based on popular patterns for small, simple houses (one-story, small footprint), and the designs exhibit few variations.[135] As the houses aged and times changed, most of the structures were modified, typically with modern replacement windows and doors.[136] The original clapboard siding required regular painting, and to simplify maintenance many of the cottages and bungalows, had their

[121] City of Los Angeles Planning Department, *South Central Los Angeles Community Plan*. March 2000. Website: cityplanning.lacity.org. Accessed June 5, 2007.
[122] Ibid.
[123] Ibid.
[124] Ibid.
[125] Ibid.
[126] Ibid.
[127] Kaplan Chen Kaplan, *LAUSD SR HS #3, Los Angeles, California, Historic Resource Evaluation*. August 16, 2007.
[128] Ibid.
[129] Ibid.
[130] LAUSD. 2006. South Los Angeles Area New High School No. 3 Parcel Map. November 2, 2006.
[131] Kaplan Chen Kaplan, *LAUSD SR HS #3, Los Angeles, California, Historic Resource Evaluation*. August 16, 2007.
[132] Ibid.
[133] Ibid.
[134] Ibid.
[135] Ibid.
[136] Ibid.

original siding covered; the most popular method was to apply stucco, though some used other siding materials.[137] A few houses were so substantially remodeled and enlarged that their date of construction was revised, two to post-1960; these alterations were likely perceived as "modernization" of the neighborhood.[138] None of the structures on the project site retain sufficient integrity to be considered historic resources.[139]

The City Directories showed a typical pattern of settlement with working people of modest means living in the neighborhood: occupations included bookkeeper, carpenter, clerk, janitor, machinist, milliner, pastor, printer, salesman, stenographer, teacher and teller.[140] Some houses were held in families for multiple decades, others showed changing ownership and/or tenancy.[141] No biographical data on residents or histories of the project site or immediate neighborhood appear to exist, and no remarkable patterns of settlement, occupation, association or events regarding any of the structures described below were identified.[142]

3C.3 APPLICABLE REGULATIONS

This regulatory framework sets the context for the range of issues related to historical resources that the LAUSD shall consider in the evaluation of the potential for a project to have a significant effect on cultural (historic) resources.

Federal

National Historical Preservation Act of 1966

The *National Historic Preservation Act of 1966* established the NRHP as the official federal list of cultural resources that have been nominated by state offices for their historical significance at the local, State, or national level.[143] Properties listed in the NRHP, or "determined eligible" for listing, must meet certain criteria for historical significance and possess integrity of form, location, and setting. Significance is determined by four aspects of American history or prehistory recognized by the NRHP Criteria, which are listed on the first page of this subchapter under "Definitions of Historical Resources."

State

California Register of Historical Resources

State law also protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources in CEQA documents. A cultural resource is an important historical resource if it meets any of the criteria found in Section 15064.5 (a) of the CEQA Guidelines. The CRHR criteria are nearly identical to those for the NRHP, which are listed on the first page of this subchapter under "Definitions of Historical Resources." The State Historical Resources Commission maintains the CRHR. Properties listed, or formally designated eligible for listing, in the NRHP are automatically listed in the CRHR.

[137] Kaplan Chen Kaplan, *LAUSD SR HS #3, Los Angeles, California, Historic Resource Evaluation*. August 16, 2007.
[138] Ibid.
[139] Ibid.
[140] Ibid.
[141] Ibid.
[142] Ibid.
[143] Code of Federal Regulations 36 (CFR) § 60.2.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG), which is the designated Metropolitan Planning Organization for six Southern California counties (Ventura, Orange, San Bernardino, Riverside, Imperial, and Los Angeles), is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG has prepared the Regional Comprehensive Planning Guide (RCPG) in conjunction with its constituent members and other regional planning agencies. The specific growth management policy of the RCPG that relates to the Proposed Project is as follows:[144]

Policy 3.21 Encourage the implementation of measures aimed at the preservation and protection of the recorded and unrecorded cultural resources and archaeological sites.

Local

City of Los Angeles Cultural Heritage Commission

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and the amended version in 1985.[145] The Cultural Heritage Ordinance determines historical significance based on the following criteria:[146]

- Has the building retained its original design and materials?
- Is the site or structure an outstanding example of past architectural style or craftsmanship?
- Did the architect, engineer, or owner have historical associations that either influenced architecture in the city or had a role in the development or history of Los Angeles?

3C.4 IMPACTS AND MITIGATION

The environmental impact analyses presented herein are based on the determinations made in the Initial Study for issues that were determined to be potentially significant and less than significant with mitigation incorporated,, or for issues identified by reviewing agencies, organizations, or individuals commenting on the Initial Study that made a reasonable argument that the issue was potentially significant (see Appendix A).

Methodology

CEQA defines a significant effect as one that would materially impair the significance of an historical resource.[147] Material impairment of a resource's historic significance could result if the project would do any of the following:[148]

- Demolish or materially alter in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR

[144] Southern California Association of Governments. *Regional Comprehensive Planning Guide*. 1996.
[145] City of Los Angeles, Cultural Heritage Master Plan, Sections 22.120 et. seq. of the Administrative Code, 2000.
[146] City of Los Angeles. Website: http://cityplanning.lacity.org, Accessed June 5, 2007.
[147] California Environmental Quality Act Guidelines, Section 15064.5 (b)(1).
[148] Ibid., Section 15064.5 (b)(2).

- Demolish or materially alter in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to local ordinance or resolution,[149] or its identification in an historical resources survey unless a preponderance of evidence establishes that the resource is not historically or culturally significant[150]
- Demolish or materially alter in an adverse manner those physical characteristics of a resource that convey its historical significance and that justify its eligibility for its inclusion on the CRHR, as determined by the lead agency

Criteria for Determining Significance

According to the PEIR, the Proposed Project would have a significant impact on cultural resources if it would result in any of the following:[151]

- A substantial adverse change in an historical resource through:
  - Demolition or destruction of an historical resource
  - Relocation, conversion, rehabilitation, or alteration of an historical resource that materially impairs the significance of the resource[152]
  - Alteration to the immediate surroundings of an historical resource that materially impairs the significance of the resource[153]

Project Impacts

Impact 3.C-1	**Result in a substantial adverse change in an historical resource through:** ■ **Demolition or destruction of an historical resource** ■ **Relocation, conversion, rehabilitation, or alteration of an historical resource that materially impairs the significance of the resource.** ■ **Alteration to the immediate surroundings of an historical resource that materially impairs the significance of the resource**

An historic resource survey, included as Appendix C, was completed in June 2007 to determine whether any buildings or structures located on the Proposed Project site are eligible for designation as an historical resource or historical district at the local, state, or national level.[154] Sixty-six properties were surveyed.[155]

As stated previously, most of the structures located on the Proposed Project site were constructed over 50 years ago, in the first quarter of the 20th century.[156] However, the structures on-site were modified over time, thereby reducing their architectural significance from a historical perspective.[157] Of the 66 properties surveyed, there were three residential structures (830, 836, and 840 West 59th Place) that

[149] California Public Resources Code Section 5020.1 (k).
[150] Ibid., Section 5024.1 (g).
[151] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR*) (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.2-15.
[152] CEQA Guidelines §15064.5(b)(1).
[153] Ibid.
[154] Ibid.
[155] Ibid.
[156] Kaplan Chen Kaplan, *LAUSD SR HS #3, Los Angeles, California, Historic Resource Evaluation*. August 16, 2007.
[157] Ibid.

displayed the best level of architectural integrity. However, upon further review, they still would not qualify as historical resources or landmarks.[158]

830 W. 59TH Street

The structure located at 830 W. 59th Street was constructed in 1912.[159] It is a one-story bungalow with a low-pitch roof and a front-facing gable with exposed rafter tails.[160] Although this house retains a good level of architectural integrity, it is the only one on its block to do so. However, it is not of any significant architectural style, nor does it possess important architectural features.[161] There appears to be no potential for an historic district, so the building would not be a contributor to an historic district.[162] There are no known significant historical associations.[163] The structure at 830 W. 59th Street is not eligible for listing on the CRHR, on the NRHP, or as a local landmark or historical structure.[164] The following characteristics of the 830 W. 59th Street structure prevent it from becoming an historically significant landmark/structure:

- There has been significant degradation and obscuring of original characteristics and the loss of architectural integrity in the area[165]
- It is not a model or exceptional example of an architectural style[166]
- The structure and location are part of a typical development pattern and are not likely associated with any significant social or economic entity or event[167]

836 W. 59TH Street

The structure located on 836 W. 59th Street was constructed in 1920.[168] It is a cross-gable cottage that has undergone significant alterations. The original window in the gable-front wing has been replaced with an aluminum-framed window and the original exterior siding has been encased by stucco.[169] There appears to be no potential for a historic district, so the building would not be a contributor to an historic district.[170] There are no known significant historical associations.[171] The structure at 836 W. 59th Street is not eligible for listing on the CRHR, on the NRHP, or as a local landmark or historical structure.[172] The following characteristics of the 836 W. 59th Street structure prevent it from becoming an historically significant landmark/structure:

- There has been significant degradation and obscuring of original characteristics and the loss of architectural integrity[173]
- It is not a model or exceptional example of an architectural style[174]

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[158] Kaplan Chen Kaplan, *LAUSD SR HS #3, Los Angeles, California, Historic Resource Evaluation*. August 16, 2007.
[159] Ibid.
[160] Ibid.
[161] Ibid.
[162] Ibid.
[163] Ibid.
[164] Ibid.
[165] Ibid.
[166] Ibid.
[167] Ibid.
[168] Ibid.
[169] Ibid.
[170] Ibid.
[171] Ibid.
[172] Ibid.
[173] Ibid.

- The structure and location are part of a typical development pattern and are not likely associated with any significant social or economic entity or event[175]

840 W. 59TH Street

The structure located at 840 W. 59th Street was constructed in 1911.[176] It is a one-story bungalow that has a low-pitch roof with front-facing gable with flared boxed eaves.[177] This structure has undergone major alterations and a loss of historic setting. Although the vent windows appear original, the main front façade windows and doors have been replaced and the original exterior clapboard has been covered with stucco.[178] A driveway with an added carport is located on the east side of the house and the front lawn area has been paved over.[179] There are no known significant historical associations.[180] The structure at 840 W. 59th Street is not eligible for listing on the CRHR, on the NRHP, or as a local landmark or historical structure.[181] The following characteristics of the 840 W. 59th Street structure prevent it from becoming an historically significant landmark/structure:

- There has been significant degradation and obscuring of original characteristics and the loss of architectural integrity[182]
- It is not a model or exceptional example of an architectural style[183]
- The structure and location are part of a typical development pattern and are not likely associated with any significant social or economic entity or event[184]

None of the buildings that are located within the study area, including those mentioned above, meet the criteria for designation as individual landmarks under the National Register, California Register, or City of Los Angeles criteria.[185] None of the individual buildings are associated with people or events significant to local, state, or national history.[186] None of the individual buildings are remarkable examples of an architectural style or the work of an important designer or architect or display of a high level of workmanship.[187] Further, there is not a sufficient concentration of resources since over three-quarters of the structures have been significantly altered due to the loss of character-defining features and the addition of substantial amounts of new materials.[188] Therefore, the structures on the Proposed Project site are not considered to be historical resources for the purposes of CEQA.[189] Given that these structures are not considered to be historical resources (as outlined above) their demolition would result in less than significant impacts to historical resources.[190]

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[174] Kaplan Chen Kaplan, *LAUSD SR HS #3, Los Angeles, California, Historic Resource Evaluation*. August 16, 2007.
[175] Ibid.
[176] Ibid.
[177] Ibid.
[178] Ibid.
[179] Ibid.
[180] Ibid.
[181] Ibid.
[182] Ibid.
[183] Ibid.
[184] Ibid.
[185] Ibid.
[186] Ibid.
[187] Ibid.
[188] Ibid.
[189] Ibid.
[190] Ibid.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Project-related impacts to historic resources would be ***less than significant***.

3C.5 CUMULATIVE IMPACTS

Impact 3.C-2	**In conjunction with other area projects, have cumulative impacts with respect to cultural resources.**

The cumulative impact analysis considers development of the Proposed Project in conjunction with the related projects listed in Table 2-1 (Related Projects) of Chapter 2 of this Final SEIR. As shown in Table 2-1, there are eight projects currently planned for development within the vicinity of the Proposed Project. The construction of these related projects could potentially impact historic resources or buildings that are listed or eligible for listing. The related projects would undergo their own review to evaluate whether historic resources would be impacted by project implementation. As shown above, the Proposed Project would result in less-than-significant impacts to historical resources. Therefore, the Proposed Project's impact with respect to cultural (historic) resources would not be cumulatively considerable in conjunction with the related projects, and this impact would also be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Cumulative impacts would be ***less than significant***.

Subchapter 3D Hazards and Hazardous Materials

3D.1 INTRODUCTION

The Hazards and Hazardous Materials subchapter addresses potential impacts related to the release or exposure of people to hazardous materials/emissions as a result of the Proposed Project. Data used to prepare this subchapter was taken primarily from the following sources prepared for the Proposed Project site: the Preliminary Phase I Environmental Site Assessment (Phase I ESA); Preliminary Environmental Assessment (PEA) Workplan; and, Health Risk Assessment (HRA) (Appendix D).[191,192,193] Full bibliographic entries for all reference materials are provided in Chapter 6 of this Final SEIR.

3D.2 EXISTING ENVIRONMENTAL SETTING

■ Proposed Project Site Conditions

Historical Uses

The Proposed Project site is located in south central Los Angeles, in an area historically occupied by residential units, as well as commercial and light industrial facilities.[194] The Proposed Project site was first improved with residences around 1911 (according to the County of Los Angeles Tax Assessor records).[195] By 1923 all adjacent and included streets were present in their current (2006) configuration and the parcels were improved with residences or commercial/retail structures (along South Hoover Street).[196] Use of commercial parcels over the duration of 1923 to 2006 included the following:[197]

- **5923 S. Hoover Street**: Retail store, including a real estate office and beauty salon (1951–1976)
- **5925 S. Hoover Street**: Retail store, including a barber shop and coffee store (1951–1992)
- **5927 S. Hoover Street**: Dessert manufacturing facility (1951) followed by commercial/ institutional uses (insurance agency and church, 1956–2006)
- **5951 S. Hoover Street**: Drug store (1923), typesetting facility (1951), sewing machine repair (1956-1960), record store (1964–1972) and office (1976)
- **5953 S. Hoover Street**: Retail (1923) and liquor store (1960-2006)
- **5955/57/59/61/63 S. Hoover Street**: Multi-tenant retail (1923), engineering offices (1951), and Avalon Chemical Product Company (1956–1992), which appears to have included aluminum manufacturing and a machine shop
- **5965 S. Hoover Street**: Joseph's TV Service (1964–1992)

[191] Earth Tech, *Preliminary Phase I Environmental Site Assessment Report, South Los Angeles Are New High School #3*, October 20, 2006.
[192] Meredith & Associates, *Preliminary Environmental Assessment (PEA) Workplan, Proposed South Los Angeles High School No. 3, October 2, 2003* (Revised December 12, 2003).
[193] Weston Solutions, Inc., *Health Risk Assessment (HRA) for South Los Angeles Area High School No. 3*, March 2007.
[194] Earth Tech, *Preliminary Phase I Environmental Site Assessment Report, South Los Angeles Are New High School #3*, October 20, 2006, pp. 1-2.
[195] Ibid.
[196] Ibid.
[197] Ibid.

- **5975 S. Hoover Street**: Auto painting facility, body and fender shop and radiator shop (1951-2006)

Potential On-site Hazardous Wastes

The previous and current land uses on the Proposed Project site consisted of residential, commercial and light industrial uses. Historical data on several of the parcels on S. Hoover Street between W. 60th Street and W. 59th Street suggests industrial and auto repair uses.[198] Additionally, as stated above, the Proposed Project site was first improved with residences around 1911.[199] Therefore, current on-site structures could have used asbestos-containing materials (ACMs), lead-based paint (LBP) or organochlorine pesticides (OCPs) as termiticides. If so, it is possible that structures constructed with ACMs, LBP applied to exterior building surfaces or OCPs applied to soil around the former buildings could have impacted shallow soil.[200]

Regulatory Database Review

A records search (Environmental Database Report [EDR]) of federal, State, and local regulatory databases was performed to determine whether any known contaminated sites were located on, or in the vicinity of, the Proposed Project site.[201] Specifically, these databases identify properties or locations that have had known releases of regulated substances, or which have histories involving the use, storage, treatment, generation, disposal, or handling of hazardous substances. The searches of the various databases were limited to a 1-mile radius around the Proposed Project Site as specified in ASTM Standard E 1527-00.[202]

According to the Phase I ESA, the Proposed Project site is not listed on any database search listings.[203] The database search was also conducted for surrounding land uses to identify potential hazards. Several databases identified contamination or potential sources of contamination located in close proximity to the Proposed Project site. Three Small Quantity Generators (SQGs) of hazardous wastes (100 kilograms [kg] to 1,000 kg of hazardous waste per month) were identified within 0.25 mile of the Proposed Project site: LAUSD's Muir Middle School at 5929 S. Vermont Avenue, Jerry's Cleaners at 5920 S. Vermont Avenue, and Young's Cleaners at 6104 S. Vermont Avenue.[204] None of the three identified SQGs have reported violations or are located either crossgradient or downgradient of the Proposed Project site. Therefore, they are highly unlikely to impact the proposed high school.

Of particular relevance to the site were cases listed in the LUST (Leaking Underground Storage Tank), database.[205] Three off-site LUST cases were identified within 0.5 mile of the Proposed Project site: Vons/Former Jersey Maid Milk at 1040 W. Slauson Avenue, Unocal #1780 at 5706 S. Vermont Avenue, and Shell at 306 W. Slauson Avenue. These LUST cases were also listed on the CORTESE database for contaminated sites. Since all three LUST/CORTESE sites are located at least 0.25 mile away from the Proposed Project site and have had their contamination cases closed, they are highly unlikely to impact

[198] Earth Tech, *Preliminary Phase I Environmental Site Assessment Report, South Los Angeles Are New High School #3*, October 20, 2006, p. 25.
[199] Ibid., pp. 1-2.
[200] Ibid., p. 26.
[201] Ibid., p. 18-24.
[202] Ibid.
[203] Ibid.
[204] Weston Solutions, Inc., Health Risk Assessment (HRA) for South Los Angeles Area High School No. 3, March 2007, p. 10.
[205] Earth Tech, *Preliminary Phase I Environmental Site Assessment Report, South Los Angeles Are New High School #3*, October 20, 2006, pp. 21-22.

the proposed high school. The Phase I ESA concluded that none of the off-site facilities identified in the EDR Report are likely to impact the Proposed Project site.[206] In addition, the HRA concluded that none of the surrounding land uses posed a significant health risk to future occupants of the high school.[207]

Current Proposed Project Site and Surrounding Land Use Conditions

Facilities Generating Hazardous Air Emissions

The HRA prepared for the Proposed Project surveyed properties located within a 0.25-mile radius of the Proposed Project site to identify facilities that have the potential for generating hazardous and acutely hazardous air emissions (stationary sources). Based on information provided by business owners/operators, as well as data collected from the United States Environmental Protection Agency (USEPA), California Environmental Protection Agency (California EPA), and the SCAQMD, these facilities and their respective emitted compounds are shown in Table 3D-1.[208] In addition to the facilities shown in Table 3D-1, the HRA also considered the impact of potential long-term (i.e., chronic) exposure of school occupants to hazardous emissions generated from off-road mobile source activity associated with locomotive engines.[209] The Burlington Northern Santa Fe (BNSF) railroad tracks are located approximately 175 feet north of the Proposed Project site's northern boundary, across Slauson Avenue.

Table 3D-1 Off-Site Facilities Generating Hazardous Air Emissions

Facility	*Address*	*Contaminants*
Tam's Burgers No. 14 (Restaurant)	5837 South Figueroa Street	Acetaldehyde
Charlie's Auto Center	6080 South Hoover Street	Toluene Acetone n-Hexane Methyl Ethyl Ketone 2-Butoxyethanol Isopropanol Xylene Ethyl Acetate Ethanol
C-1 Starters	6027 South Hoover Street	Acetone Ethyl Acetate Ethanol Methyl Ethyl Ketone Xylene

[206] Earth Tech, *Preliminary Phase I Environmental Site Assessment Report, South Los Angeles Are New High School #3*, October 20, 2006, p. 18-24.
[207] Weston Solutions, Inc., Health Risk Assessment (HRA) for South Los Angeles Area High School No. 3, March 2007, p. 10.
[208] Ibid., pp. 2, 4 and 5.
[209] Ibid., p. 18.

Table 3D-1 Off-Site Facilities Generating Hazardous Air Emissions

Facility	*Address*	*Contaminants*
H&V Auto Repair & Auto Electric	5862 South Hoover Street	Toluene Acetone n-Hexane Methyl Ethyl Ketone 2-Butoxyethanol Isopropanol Xylene Ethyl Acetate Ethanol Methyl Chloroform
V&S Tires and Auto Repair	5850 South Hoover Street	Methyl Chloroform
El Pollo Loco (Restaurant)	5800 South Vermont Avenue	Acetaldehyde
Fred's Burgers (Restaurant)	5950 South Vermont Avenue	Acetaldehyde
Young's Cleaners	6104 South Vermont Avenue	Perchloroethylene
Garment Industry Laundry	710 West 58th Street	Formaldehyde Benzene Toluene n-Hexane
John Muir Middle School	5929 South Vermont Avenue	Formaldehyde Benzene Toluene n-Hexane
Plaza Vermont	960 West 62nd Place	Diesel Particulates
Three Bros. Upholstery	6029 South Vermont Avenue	Toluene Acetone Hexane VM & P Naphtha
Ramirez Auto Body	6132 South Vermont Avenue	Toluene Acetone 2-Butoxyethanol Butyl Benzyl Phthalate n-Propanol Isopropanol Xylene VM & P Naphtha Ethyl Benzene Isobutyl Acetate

SOURCE: Weston Solutions, Inc., *Health Risk Assessment (HRA) for South Los Angeles Area High School No. 3*, March 2007, pp. 2, 4 and 5.

3D.3 APPLICABLE REGULATIONS

Applicable Regulations, Plans, and Standards

California Education Code. Provisions of the California Education Code prohibit the approval of a project involving the acquisition of a school site by the governing board of a school district unless the following occur:[210]

A. It is determined that the property to be purchased or built upon is not any of the following:
   1. The site of a current or former hazardous waste disposal site or solid waste disposal site unless, if the site was a former solid waste disposal site, the school board concludes that the wastes have been removed.
   2. A hazardous substance release site identified by the State Department of Health Services for removal or remedial action pursuant to the Health and Safety Code.
   3. A site that contains one or more pipelines (above or underground) which carries hazardous substances, acutely hazardous materials, or hazardous wastes, unless the pipeline is a natural gas line which is used only to supply natural gas to the school or neighborhood.

B. In preparing the environmental impact report or negative declaration, the Lead Agency must consult with the administering agency in which the proposed school site is located and with any air pollution control district or air quality management district having jurisdiction in the area. Prior to District approval of the new school site, the following must occur:
   1. Identify facilities within 0.25 mile of the proposed school site, which might reasonably be anticipated to emit hazardous air emissions or to handle hazardous or acutely hazardous materials, substances, or waste. The lead agency shall include a list of the locations for which information is sought.
   2. Determine that the health risks from facilities do not and will not constitute an actual or potential endangerment of public health to persons who attend or are employed at the school.
   3. If impacts are identified, mitigation of all chronic or accidental hazardous air emissions must be made prior to school occupancy and the governing board shall certify a determination of no actual or potential endangerment.

Hazardous Materials Management Act. A hazardous material is any substance that possesses qualities or characteristics that could produce physical damage to the environment and/or cause deleterious effects upon human health (Title 22, CCR). The Hazardous Materials Management Act (HMMA) requires that businesses handling or storing certain amounts of hazardous materials prepare a Hazardous Materials Business Plan (HMBP), which includes an inventory of hazardous materials stored on site that are above specified quantities, an emergency response plan, and an employee training program. Businesses that use, store, or handle 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas at standard temperature and pressure require HMBPs. Plans must be prepared prior to facility operation and are reviewed/updated biennially (or within 30 days of a change).

Tanner Act. The Tanner Act, adopted in 1986, governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in the State of California. The Tanner Act also mandates that each county adopt a Hazardous Waste Management Plan. To be in accordance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define (1) the

[210] California Education Code Section 17213 (formerly Section 39003).

planning process for waste management; (2) the permit process for new and expanded facilities; and, (3) the appeal process available to the State for certain local decisions.

3D.4 IMPACTS AND MITIGATION

The environmental impact analyses presented below are based on the determinations made in the IS for issues that were determined to be potentially significant and potentially significant with mitigation incorporated, or for issues identified by reviewing agencies, organizations, or individuals commenting in the IS that made a reasonable argument that the issue was potentially significant (see Responses to NOP/Initial Study, Appendix A).

Methodology

The information in this subchapter is based upon reviews of documents prepared for the Proposed Project, which predominantly includes the Phase I ESA, Preliminary PEA Workplan, and HRA. The potential impacts are described in terms of the likelihood and severity of public contact with hazardous materials and whether this level of contact would be considered to result in a significant, adverse impact. Where significant impacts would occur from implementation of the Proposed Project, mitigation measures are recommended to reduce the potential impacts to less-than-significant levels.

Criteria for Determining Significance

During the Initial Study process, it was determined that the Proposed Project would have a less-than-significant impact or no impact for fifteen of the eighteen hazards and hazardous material CEQA criteria for determining significance. Therefore, only the three remaining CEQA criteria for determining hazards and hazardous material impact significance (identified below) were analyzed as part of this Final SEIR.

The Proposed Project would result in significant impacts related to hazards or hazardous materials if it would:[211]

- 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;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to the California Government Code Section 65962.5 and, as a result would create a significant hazard to the public or the environment; and/or,
- Be located within 0.25 mile of any facilities, which might be reasonably anticipated to emit hazardous or acutely hazardous materials, substances or waste.

Project Impacts

Impact 3.D-1	**Create a significant hazard to the public or the environment through reasonably foresseable upset and accident conditions involving the release of hazardous materials into the environment**

As described above, the previous land uses on the Proposed Project site consisted of residential, commercial and light industrial uses. Historical uses of several of the parcels on South Hoover Street

[211] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR)* (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board Certified June 8, 2004, p. 3.8-10.

between West 60th Street and West 59th Place suggests industrial and auto repair.[212] Additionally, the Proposed Project site was first improved with residences around 1911.[213] As a result of these historical land uses, ACMs, LBP or OCPs could be a potential hazard.[214]

The Proposed Project site contains residential and commercial structures that would be demolished and removed prior to construction of the Proposed Project. As described above, ACMs, LBP and OCPs may be present in the existing buildings. Demolition activities could result in the accidental release of ACMs, LBP and OCPs if not properly handled and disposed. These materials would be identified and disposed of in accordance with established standards and procedures set by regulations of LAUSD, the South Coast Air Quality Management District (SCAQMD), and the California Department of Health Services (DHS). Additionally, the Department of Toxic Substances Control (DTSC) requires evaluation of all potentially impacted structures and appropriate mitigation of the ACM, LBP and soil containing OCPs. This includes conducting and analyzing soil samples following demolition to confirm that historical activities and/or demolition activities have not impacted the Proposed Project site. DTSC requires that soil sample results, along with proper asbestos abatement certification of ACMs be submitted to DTSC prior to final site approval. Implementation of required safety measures and adherence to standards and procedures would reduce potential impacts to less than significant levels.

The types of hazardous materials associated with the operation of a school would generally be limited to those associated with janitorial, maintenance, and repair activities, such as commercial cleansers, lubricants, and paints. Additionally, certain courses such as chemistry and biology may involve the use of small quantities of chemicals, fuels, and other petroleum products, solvents, and paints. The amounts and use of these hazardous materials would be very limited for school operations and be subject to federal, State and local health and safety requirements. Such requirements would be incorporated into the design and operation of the school such as providing for, and maintaining, appropriate storage areas for hazardous materials, installing or affixing appropriate warning signs and labels, using commercial services that specialize in the recycling of used automotive fluids (i.e., collect such fluids on a regular basis to minimize the quantity of stored on campus), installing emergency wash areas for flushing irritating automotive fluids from eyes and exposed skin areas should contact occur, providing for well-ventilated areas in which to use paints and solvents, and maintaining adult supervision during student's use of hazardous materials.

Based on the nature and use of hazardous materials at the proposed school, there are no reasonably foreseeable upset and accident conditions that would create a significant hazard to the public due to the release of hazardous materials. In the unlikely event of such an occurrence, school administrators would immediately contact the local police or fire department for an appropriate emergency response. As a school facility, procedures for systematic evacuation of students from classrooms and other school facilities would be established and practiced regularly. Because no remediation is proposed for the Proposed Project, potential accidental releases of hazardous materials from that source are not anticipated. No significant impacts related to the release of hazardous materials from upset or accident conditions are anticipated to occur. Therefore, impacts would be less than significant.

[212] Earth Tech, *Preliminary Phase I Environmental Site Assessment Report, South Los Angeles Are New High School #3*, October 20, 2006, p. 25.
[213] Ibid., pp. 1-2.
[214] Ibid., p. 26.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be *less than significant.*

Impact 3.D-2	Be located on a site which is included on a list of hazardous materials sites compiled pursuant of Government Code Section 65962.5 and, as a result would create a significant hazard to the public or the environment

According to the Phase I ESA, the Proposed Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.[215] Therefore, the Proposed Project is not likely to create a significant hazard to the public or the environment during construction or operation. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be *less than significant*.

Impact 3.D-3	Be located within one-fourth mile of any facilities, which might be reasonably anticipated to emit hazardous or acutely hazardous materials, substances or waste.

Hazardous and/or acutely hazardous air emissions including carcinogenic risks, non-carcinogenic hazards, criteria pollutant exposures, and accidental releases could be generated from facilities located within 0.25-mile radius from the Proposed Project site. However, following implementation of appropriate mitigation measures, these risks would be reduced to a less-than-significant level.

Carcinogenic and Non-Carcinogenic Exposures

Carcinogenic compounds are not considered to have threshold levels (i.e., dose levels below which there are no risks). Any exposure, therefore, will have some associated risk. As a result the state of California has established a threshold of one in one hundred thousand (1.0E-05) as a level posing no significant risk for exposures to carcinogens regulated under the Safe Drinking Water and Toxic Enforcement Act (Proposition 65). For carcinogenic exposures, the HRA concluded that summation of risk totaled 5.0E-07 (5 in 10 million) for adults and 3.8E-08 (3.8 in a hundred million) for students. In comparison to the threshold level identified above, carcinogenic risks fall within acceptable limits.[216]

An evaluation of the potential non-cancer effects of chronic chemical exposures was also conducted. To quantify non-carcinogenic impacts, the hazards index approach was used, which assumes that chronic

[215] Earth Tech, *Preliminary Phase I Environmental Site Assessment Report, South Los Angeles Are New High School #3*, October 20, 2006, p. 18.
[216] Weston Solutions, Inc., *Health Risk Assessment (HRA) for South Los Angeles Area High School No. 3*, March 2007, p. 10.

sub-threshold exposures adversely affect a specific organ or organ system (toxicological endpoint). To calculate the hazard index, each chemical concentration or dose is divided by the appropriate toxicity value. For compounds affecting the same toxicological endpoint, this ratio is summed. Where the total equals or exceeds one, a health hazard is presumed to exist. For non-carcinogenic exposures, the HRA concluded that the hazard index identified for each toxicological end point totaled less than one for both students and staff. Therefore, chronic non-carcinogenic hazards were predicted to be within acceptable limits.[217]

In acknowledgement of the regulatory guidelines relating to carcinogenic and non-carcinogenic exposures, hazardous and/or acutely hazardous air emissions generated from facilities (stationary sources) and railways (off-road mobile sources) located within 0.25 mile radius of the Proposed Project site are not anticipated to pose an actual or potential endangerment to persons who attend or work at the proposed school complex. This is considered a less-than-significant impact.

Accidental Releases

Hazardous material accidental release risks are assessed under the auspices of the California Accidental Release Prevention (CalARP) Program. Information related to potential accidental releases is available through a facility's submittal of a Risk Management Plan. As a result, should a stationary source employ a covered process utilizing more than a threshold quantity of a regulated substance, a subsequent determination is required to comply with the provisions of the federal Accidental Release Prevention Program (Title 40, Code of Federal Regulations, Part 68) and related requirements of the state pursuant to Article 2, Chapter 6.95 of the Health and Safety Code.

Available information collected during the source identification process (e.g., regulatory records review and on-site interviews with business owners/operators) did not reveal the presence of a regulated substance in excess of a defined threshold quantity that may present an acute hazard from a process upset and/or accidental release. Thus, the potential of an accidental release is considered a less-than-significant impact.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be *less than significant*.

3D.5 CUMULATIVE IMPACTS

Impact 3.D-4	**In conjunction with other area projects, have cumulative impacts with respect to hazards and hazardous materials.**

The cumulative impact analysis considers development of the Proposed Project in conjunction with the related projects listed in Table 2-1 (Related Projects) of Chapter 2 of this Final SEIR. Risks associated with hazardous materials are largely site-specific and localized, and are thus limited to the Proposed Project site. As such, these impacts are typically addressed and mitigated to acceptable levels on a case-by-

[217] Weston Solutions, Inc., *Health Risk Assessment (HRA) for South Los Angeles Area High School No. 3*, March 2007, p. 10.

case basis. Additionally, site-specific investigations would be conducted at sites where contaminated soils or groundwater could occur to minimize the exposure of workers to hazardous substances. As such, the potential for cumulative impacts to occur is limited.

Additionally, schools could be located near off-site facilities that might pose a significant threat to the safety of students and staff. Under the New School Construction Program, however, CDE Section 17251 requires careful review of each proposed school site and each new school construction project to determine whether any off-site facilities would pose a significant safety hazard for students and staff.[218] In accordance with CDE regulations, during the site selection process for specific projects, LAUSD would identify nearby safety hazards, including power lines, railroad track easements, freeways and other major arterial roadways, pipelines, storage tanks, and other hazardous land uses.[219] The LAUSD uses the CDE School Site Selection and Approval Guide when screening sites for new schools.[220] In addition, the LAUSD evaluates the CDE criteria in its environmental review for specific new school projects that involve the acquisition of land.[221]

The LAUSD has modified the Standard CEQA Initial Study Environmental Checklist for use in school site acquisition projects to include consideration of all of the CDE site selection criteria.[222] The LAUSD has also incorporated measures in the new school construction program description to address these site selection issues.[223] Therefore, through the environmental review process, LAUSD must address CDE requirements and identify all feasible mitigation measures to reduce impacts from the hazards identified in the criteria.

Furthermore, for future schools, the LAUSD must either (1) obtain DTSC review and approval of all new school sites and new school construction projects (for state-funded projects), or (2) avoid sites that are contaminated with hazardous wastes, hazardous substances and hazardous pipeline sites (where State funding is not sought).[224] Therefore, the expected future construction of new schools by LAUSD would not contribute to any cumulative hazard or hazardous material impacts.[225] Thus, the Proposed Project would not contribute to cumulative impacts related to hazards or hazardous materials, nor would it result in cumulatively considerable impacts from hazards or hazardous materials.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be *less than significant*.

[218] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR)* (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board Certified June 8, 2004. Draft PEIR p. 3.8-9.
[219] Ibid., p. 3.8-15.
[220] Ibid.
[221] Ibid., p. 3.8-9.
[222] Ibid.
[223] Ibid.
[224] Ibid.
[225] Ibid., p. 5-12.

Subchapter 3E Noise

3E.1 INTRODUCTION

This subchapter presents information on ambient noise conditions in the vicinity of the Proposed Project site, identifies potential impacts associated with noise and vibration due to the construction and operation of the Proposed Project, as well as potential effects of the noise environment on the prospective students and employees of the proposed high school.

Typical Environmental Noise Levels

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. Because 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 "background" 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. Noise levels are generally considered low when they are below 45 dBA, moderate in the 45 to 60 dBA range, and high above 60 dBA. Although people often accept the higher levels associated with very noisy urban residential and residential-commercial zones (above 60 dBA), as well as industrial areas (65 to 70 dBA), they nevertheless are considered adverse noise levels.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise upon people largely depends upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The rating scales of L_{eq}, L_{min}, and L_{max} are measures of ambient noise, while the L_{dn} and Community Noise Equivalent Level (CNEL) are measures of community noise. L_{eq} is the average A-weighted sound level measured over a given time interval. L_{eq} can be measured over any time period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods. CNEL is another average A-weighted sound level measured over a 24-hour time period. However, this noise scale is adjusted to account for some individuals' increased sensitivity to noise levels during the evening and nighttime hours. L_{10}, L_{eq}, L_{min}, and L_{max}, as well as L_{dn} are all applicable to this analysis and defined as follows:

- L_{10} is the sound level that is exceeded 10 percent of the time.
- L_{eq}, the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} 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_{dn}, the Day-Night Average Level, is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the nighttime.

The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.

- L_{min}, the minimum instantaneous noise level experienced during a given period of time.
- L_{max}, the maximum instantaneous noise level experienced during a given period of time.

Lower noise levels are more expected in rural or suburban areas than in commercial or industrial zones. Nighttime ambient noise levels in urban environments are about seven decibels lower than the corresponding average daytime levels. The day-to-night difference can be less in rural areas away from roads and other human activity. Areas with full-time human occupation that are subject to nighttime noise that does not decrease relative to daytime levels are often considered objectionable. Noise levels above 45 dBA at night can result in sleep interference. Table 3E-1 shows typical sound levels from common sources and how L_{dn} varies in different areas.

Table 3E-1 Typical Sound Levels

Common Sounds	*A-Weighted Sound Level in Decibels*	*Subjective Impression*
Oxygen Torch	120	Pain Threshold
Rock Band	110	
Pile Driver at 50 feet	100	Very Loud
Ambulance Siren at 100 feet	90	
Garbage disposal	80	Moderately Loud
Vacuum Cleaner at 10 feet	70	
Air Conditioner at 100 feet	60	
Quiet Urban Daytime	50	Quiet
Quiet Urban Nighttime	40	
Bedroom at Night	30	
Recording Studio	20	Just Audible
	10	Hearing Threshold
	0	

SOURCES: Aviation Planning Associates. 1978. Calculations of Maximum A-weighted Sound Levels (dBA) Resulting from Civil Aircraft Operations.

The normal range of conversation is between 34 and 66 dBA.[226] Between 70 and 90 dBA, sound is distracting and presents an obstacle to conversation, thinking, or learning. Above 90 dBA, sound can cause permanent hearing loss.[227] In general, a difference of more than 3 dBA is a perceptible change in environmental noise, while a 5 dBA difference typically causes a change in community reaction. An increase of 10 dBA is perceived by people as a doubling of loudness.[228]

[226] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR)* (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board Certified June 8, 2004, Draft PEIR, pp. 3.3-2. I.
[227] CDE, School Facilities Planning Division. 2001. *School Site Selection and Approval Guide*. March.
[228] U.S. Environmental Protection Agency (USEPA), 1974. *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*. March.

Noise from any source will naturally decline as the noise radiates outward over increasing distances. In general, for a stationary source of noise, the noise is reduced by at least 6 dBA for each doubling of distance. Other factors such as the weather and reflecting or shielding also help intensify or reduce noise levels at any given location. 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. Exterior noise levels can normally be reduced by 15 dBA inside buildings constructed with no special noise insulation, whereas the exterior-to-interior reduction of newer buildings is generally 25 dBA or more.[229]

Table 3E-2 shows noise levels associated with various types of construction related machinery. Estimates for noise levels generated by construction equipment are based upon available data presented by the Environmental Protection Agency (EPA) and the Federal Transit Authority's (FTA) *Transit Noise and Vibration Impact Assessment, Final Report*, of May 2006. The nearest sensitive receptor would be the residential uses located approximately 50 feet to the south of the Proposed Project site. Therefore, according to Table 3E-2 and the doubling of distance rule, noise levels as high as 101 dBA (or 95 dBA if quieted equipment is used), could be experienced by sensitive receptors in the vicinity of the project site during the construction scenario that would require pile driving. Under the construction scenario that would not require pile driving noise levels as high as 88 dBA (or 83 dBA if quieted equipment is used), could be experienced during construction of the Proposed Project.

Table 3E-2 Demolition and Construction Equipment Source Noise Levels

Equipment Type	*Typical Equipment at 50 ft. (in dBA)*	*Quieted Equipment at 50 ft. (in dBA)a*
Pile Driver	101	95
Air Compressor	81	71
Backhoe	85	80
Concrete Pump	82	80
Concrete Vibrator	76	70
Concrete Breaker	82	75
Truck Crane	88	80
Dozer	87	83
Generator	78	71
Loader	84	80
Paver	88	80
Pneumatic Tools	85	75
Water Pump	76	71
Power Hand Saw	78	70
Shovel	82	80
Trucks	88	83

SOURCE: Bolt, Beranek, and Newman, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, U.S. Environmental Protection Agency, 1971.

[a] Quieted equipment can be designed with enclosures, mufflers, or other noise-reducing features.

Noise from traffic on roads depends on the volume and speed of traffic and the distance from the traffic. A commonly used rule of thumb for traffic noise is that for every doubling of distance from the road,

[229] U.S. Department of Housing and Urban Development (HUD), 1985. *Noise Guidebook*.

atmospheric spreading reduces the noise level by about 3 to 4.5 dBA. Further, because of the logarithmic nature of the decibel scale, a doubling of traffic on any given roadway or doubling a stationary source would cause a noise increase of approximately 3 dBA.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration displacement is the distance that a point on a surface moves away from its original static position. The instantaneous speed at which a point on a surface moves is described as the velocity, and the rate of change of speed is described as the acceleration. Each of these three vibration descriptors can be used to correlate vibration to human response, building damage and acceptable equipment vibration. However, vibration velocity and acceleration are most often used in seismic or ground-borne vibration analyses. The Federal Transit Administration (FTA) has published standard vibration level and peak particle velocities (PPV) for construction equipment operations. These criteria are based on the maximum levels for a single event, and are expressed in terms of root mean square (RMS) velocity levels in decibels (VdB). The RMS velocity level and peak particle velocities for construction equipment are listed in Table 3E-3.

Table 3E-3 Vibration Velocities for Construction Equipment

Equipment	*Approximate Velocity Level at 25 ft, VdB*	*Approximate Peak Particle Velocity at 25 ft, inch/second*	*Approximate Peak Particle Velocity at 75 ft, inch/second*
Caisson drilling	87	0.089	0.017
Loaded trucks	86	0.076	0.015
Jackhammer	79	0.035	0.007
Small bulldozer	58	0.003	0.001

SOURCE: US Department of Transportation (USDOT), 2006, Federal Transit Administration (FTA): Noise and Vibration Impact Guideline, April.

[a] Data reflects typical vibration level.

3E.2 EXISTING ENVIRONMENTAL SETTING

The noise environment in the Proposed Project area is dominated by traffic and on-street activity, and industrial uses. Noise monitoring was conducted on January 24, 2007 to quantify existing conditions on the Proposed Project site. A Larson-Davis Model 814 precision sound level meter was used, which satisfies the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation.[230] Table 3E-4 summarizes the noise monitoring results. Figure 3E-1 shows the noise monitoring locations.

[230] American National Standard (ANSI), "Specification for Sound Level Meters." ANSI Standard S1.4-1983 (R 1990). New York: American National Standards Institute, 1990.

Table 3E-4 Summary of Noise Monitoring

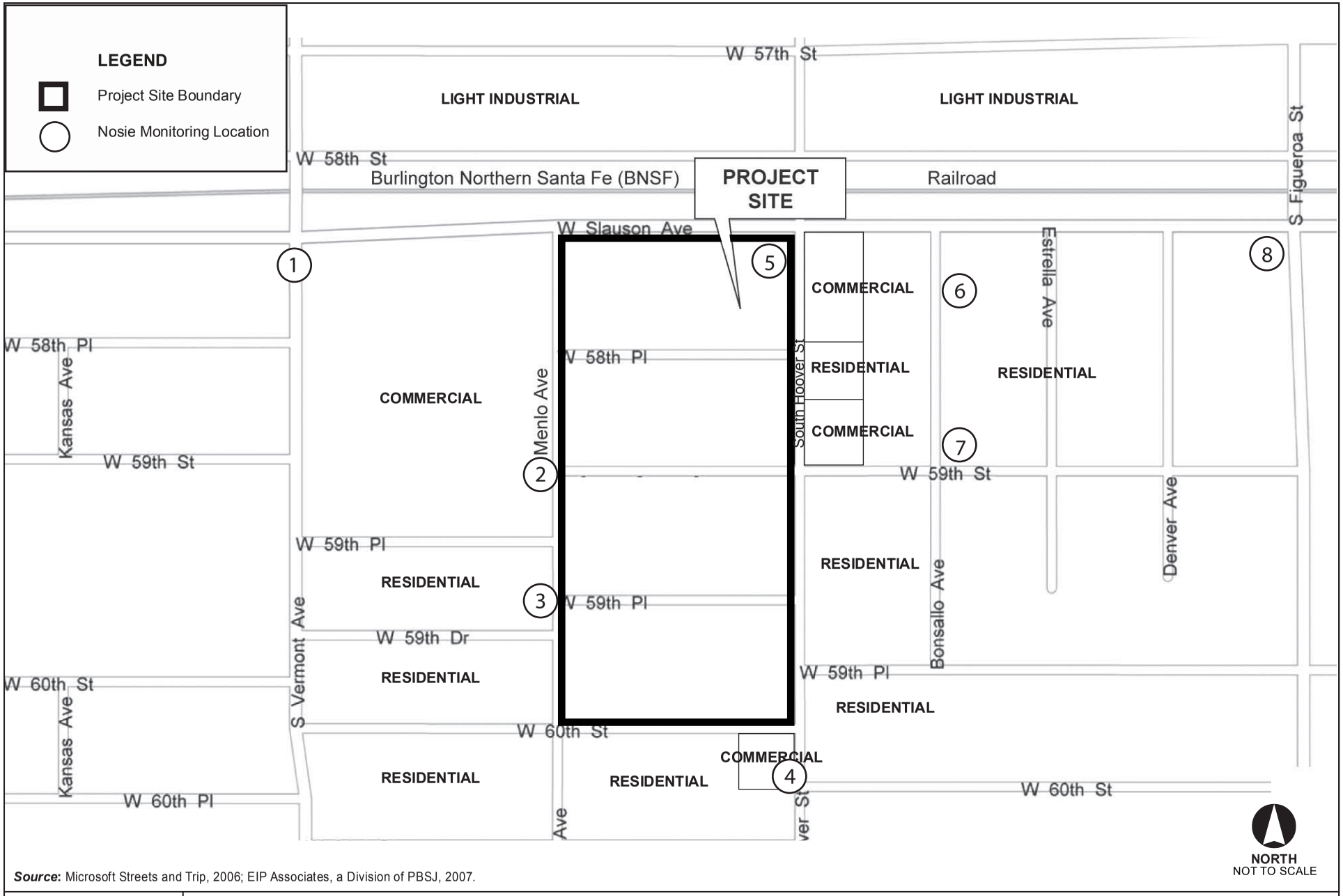
Position	*Start Time*	*Duration (minutes)*	*Sound Level (dBA Leq)*	*Min dBA*	*Max dBA*	*Sources*
1. Southwest corner Vermont Avenue/Slauson Avenue	12:25 P.M.	15:00	72.6 dBA	62.0 dBA	86.8 dBA	Traffic
2. West side of Menlo Avenue at West 59th Drive	12:48 P.M.	15:00	64.4 dBA	44.1 dBA	80.7 dBA	Traffic
3. West side of Menlo Avenue north of West 59th Drive	1:08 P.M.	15:00	61.5 dBA	42.1 dBA	78.7 dBA	Traffic
4. West side of Hoover Street	1:45 P.M.	15:00	69.1 dBA	52.2 dBA	82.2 dBA	Traffic
5. Southwest corner of Slauson Avenue/Hoover Street	1.56 P.M.	15:00	74.9 dBA	62.7 dBA	90.6 dBA	Traffic
6. Southeast corner of Slauson Avenue/Bonsallo Avenue	2:35 P.M.	15:00	72.4 dBA	54.8 dBA	88.1 dBA	Traffic
7. Northeast corner of Bonsallo Avenue/West 59th Street	3:00 P.M.	15:00	63.3 dBA	47.2 dBA	80.3 dBA	Traffic

SOURCE: EIP Associates/PBS&J, January 24, 2007

To further characterize existing noise levels in the Proposed Project area, noise from traffic traveling on streets was modeled using the Federal Highway Administration (FHWA) Highway Noise Prediction Model and traffic data provided by the project traffic engineer. Table 3E-5 summarizes traffic noise modeling results for existing conditions.

The Harbor Subdivision Rail line extends from near downtown Los Angeles to the ports of Los Angeles and Long Beach. The railroad easement is owned by the Los Angeles County Metropolitan Transportation Authority (LACMTA) and is operated by the Burlington Northern Santa Fe (BNSF) railroad. The railroad easement is separated from the Proposed Project site, approximately 185 feet south of the railroad tracks, by a corridor of commercial development. Current data suggests that BNSF operates (on average) two to three freight trains per week (156 trips per year) that deliver local freight.[231] The rail throughout this portion of the Harbor Subdivision is predominantly continuously weld track, except for short sections of jointed track at the street crossings. Continuous welded track greatly reduces the noise of passing trains compared to track constructed of short sections of non welded rail. Locomotive horns used to supplement the other fixed warning and safety devising in place at the crossings may be heard at the Proposed Project site. However, due to the infrequent number of trains operating in the vicinity of the Proposed Project site, in conjunction with the predominance of continuous welded track in the area, the level of ambient noise attributable to passing trains in the Proposed Project area is anticipated to be low.[232] Additionally, low train speeds and intervening buildings would further reduce the perceived noise levels from trains in the area.[233]

[231] Wilson Geosciences, Inc. *Rail Safety Study Proposed South High School No. 3 Site—Expansion of Preferred Site*. December, 2006.
[232] Ibid.
[233] Ibid.



***Source*:** Microsoft Streets and Trip, 2006; EIP Associates, a Division of PBSJ, 2007.

EIP ASSOCIATES
A division of PBSJ

FIGURE **3E-1**
Noise Monitoring Location

D21300.00

Los Angeles Unified School District

06013 | JCS | 07

Table 3E-5 Summary of Traffic Noise Modeling for Existing Conditions

Roadways	*Sound Level at 50 Feet from Centerline (CNEL)*
Vermont Avenue, north of Slauson	67.8
Vermont Avenue, south of Slauson	67.9
Vermont Avenue, north of 60th Street	67.9
Vermont Avenue, south of 60th Street	67.8
Vermont Avenue, north of Gage Avenue	68.4
Vermont Avenue, south of Gage Avenue	68.5
Menlo Avenue, south of Slauson	53.3
Menlo Avenue, north of 60th Place	50.9
Menlo Avenue, south of 60th Place	48.0
Hoover Street, north of Slauson	67.5
Hoover Street, south of Slauson	66.9
Hoover Street, north of 60th Street	66.9
Hoover Street, south of 60th Street	66.8
Hoover Street, north of Gage Avenue	67.0
Hoover Street, south of Gage Avenue	66.7
Slauson Avenue, west of Vermont	69.2
Slauson Avenue, east of Vermont	69.0
Slauson Avenue, west of Hoover	69.3
Slauson Avenue, east of Hoover	69.0
60th Street, east of Vermont	51.0
60th Street, east of Menlo Ave	51.9
Gage Avenue, west of Vermont	67.7
Gage Avenue, east of Vermont	68.0
Gage Avenue, west of Hoover	68.2
Gage Avenue, east of Hoover	68.4

SOURCE: EIP Associates/PBS&J, 2007; Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108).

Vibration

Similar to the environmental setting for noise, the vibration environment is dominated by traffic-related vibration from nearby roadways and the rail line located adjacent to the Proposed Project site. Heavy trucks can generate ground-borne vibrations that vary depending on vehicle type, weight, and pavement conditions. The major street in the Proposed Project vicinity that is likely to carry heavy trucks is West Slauson Avenue due to the high concentration of industrial facilities located along this roadway. The railroad easement is located approximately 185 feet north of the Proposed Project site. As previously stated, the rail is a predominantly continuous welded track, except for short sections of jointed track at the street crossings, which greatly reduces vibration caused by passing trains compared to tracks constructed of short sections of non-welded rail.

Sensitive Receptors

Some land uses are considered more sensitive to intrusive noise than others due to the amount of noise exposure and types of activities typically involved at the receptor location. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, and certain types of parks are

generally more sensitive to noise than commercial and industrial land uses. As shown in Figure 2-4 of Chapter 2, noise-sensitive land uses (sensitive receptors) in the Proposed Project vicinity consist of single- and multi-family residences located west, south, and east of the Proposed Project site, and a church located approximately 50 feet to the south across West 60th Street. The single- and multi-family residential homes located south, across West 60th Street and west along Menlo Avenue would be within approximately 50 feet of construction activities. Residential uses to the east along South Hoover Street would be approximately 100 feet from construction activities.

3E.3 APPLICABLE REGULATIONS

■ Noise

Federal Noise Control Programs

No federal noise regulations directly apply to the Proposed Project. Certain federal programs, however, influence the audible landscape. Most transportation-related sources of noise are within federal jurisdiction. Vehicle noise emissions standards and requirements for mufflers are set by the USEPA, but are normally enforced locally to avoid potential nuisances.[234] The FHWA requires abatement of highway traffic noise for highway projects.[235] The FTA recommends noise and vibration assessments for mass transit projects through comprehensive guidelines.[236] For transportation projects that trigger abatement requirements, the normal result is to shield the existing buildings from traffic noise with sound walls or retrofitted noise insulation. The FHWA criteria specify that noise abatement should be provided if a highway project would cause exterior noise levels at any affected school to approach or exceed 67 dBA $L_{eq(h)}$ or 70 dBA L_{10}.

Table 3E-6 provides examples of protective noise levels recommended by the EPA. The Occupational Safety and Health Administration (OSHA) regulations protect the hearing of workers exposed to occupational noise.[237]

Table 3E-6 Summary of Noise Levels Identified as Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety

Effect	*Level*	*Area*
Hearing Loss	$L_{eq(24)}$<70 dB	All areas.
Outdoor Activity Interference and Annoyance	L_{dn} < 55 dB	Outdoors in residential areas and farms and other areas where people spend widely varying amounts of time and other places in which quiet is a basis for use.
	$L_{dn(24)}$ < 55 dB	Outdoor areas where people spend limited amounts of time, such as school yards, playgrounds.
Indoor Activity Interference and Annoyance	L_{dn} < 45 dB	Indoor residential areas.
	$L_{eq(24)}$ < 45 dB	Other indoor areas with human activities such as schools.

SOURCE: U.S. Environmental Protection Agency (USEPA), 1974. *Information on Levels of Environmental Noise Requite to Protect Public Health and Welfare with an Adequate Margin of Safety*, March.

$L_{eq(24)}$ represents the sound energy averaged over a 24-hour period.

[234] U.S. Environmental Protection Agency (USEPA), 49 CFR 190.
[235] Federal Highway Administration (FHWA) (23 CFR 772).
[236] US Department of Transportation (USDOT), 2006, *Federal Transit Administration (FTA):Noise and Vibration Impact Guideline*, April.
[237] Occupational Safety and Health Administration (OSHA), 29 CFR Section 1910.95.

California Standards for Noise-Compatible Land Uses

The Governor's Office of Planning and Research (OPR) recommends that local jurisdictions follow consistent guidelines for determining the compatibility of land uses with respect to noise.[238] Noise-compatible land use planning depends on the ability to locate noise sensitive land uses in an acceptable environment. Exterior noise environments are "normally acceptable" for schools and residences if they are below 60 dBA L_{dn} and "conditionally acceptable" below 70 dBA L_{dn}. A "conditionally acceptable" designation implies that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are incorporated in the design of the new land use. By comparison, a "normally acceptable" designation indicates that standard construction can occur with no special noise reduction requirements.

California Department of Education Regulations

The CDE requires all school districts to select school sites that support learning. Because the CDE recognizes that unwanted sound can be distracting and can present an obstacle to learning, CDE Requirements (CCR Title 5, Div. 1, Ch. 13 §14010(q)) require the school district to consider noise in the site selection process.[239] The School Site Selection and Approval Guide recommends that this be accomplished with an assessment of noise from major roadways and railroads during the environmental review of a school construction project.[240]

If LAUSD considers a potential school site near a freeway or other source of noise, CDE recommends hiring an acoustical engineer to determine the level of sound that the location is subjected to and to assist in designing the school.[241] The American Speech-Language-Hearing Association (ASLHA) guidelines recommend that sounds in classrooms dissipate in 0.4 seconds or less (and not reverberate) and that background noise not rise above 30 dBA.[242]

City of Los Angeles Municipal Code

As mentioned above, the Proposed Project site lies within the jurisdiction of the City of Los Angeles. The Los Angeles Municipal Code indicates that no construction or repair work shall be performed between the hours of 9:00 P.M. and 7:00 A.M. of the following day, since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, or apartment or other place of residence.[243] No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 A.M. or after 6:00 P.M. on any Saturday or on a National Holiday, or at any time on any Sunday. Under certain conditions, the City of Los Angeles may grant a waiver to allow limited construction activities to occur outside of the time limits described above.

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[238] State of California, Governor's Office of Planning and Research (OPR), 1998. *General Plan Guidelines. Appendix A, Noise Element Guidelines,* November.
[239] California Department of Education (CDE), Regulations (CCR Title 5, Div. 1, Ch. 13 §14010(q)).
[240] CDE, School Facilities Planning Division. 2001. *School Site Selection and Approval Guide*. March.
[241] Ibid.
[242] Ibid.
[243] City of Los Angeles, Municipal Code, Chapter IV, Article 1, Section 41.40.

The Los Angeles Municipal Code specifies the maximum noise level of powered equipment or powered hand tools.[244] Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible. "Technically infeasible" means that the noise standard cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of equipment.

Outside of construction noise requirements, Section 111.03 of the City of Los Angeles Municipal Code identifies presumed ambient noise levels for different zoning designations, as shown in Table 3E-7.[245] The noise levels shown in Table 3E-7 are to be used in place of measured ambient noise levels when the measured ambient noise levels are less than those identified in the table below. An increase of more than 5 dB above presumed or measured ambient noise levels, whichever is greater, is prohibited.[246]

Table 3E-7 City of Los Angeles Presumed Ambient Noise Levels

	Presumed Ambient Noise Levels	
Zones	***Day: 7:00 A.M. to 10:00 P.M.***	***Night: 10:00 P.M. to 7.00 A. M.***
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4 and R5	50 dBA	40 dBA
P, PB, CR, C1, C1.5, C2, C4, C5 and CM	60 dBA	55 dBA
M1, MR1 and MR2	60 dBA	55 dBA
M2 and M3	65 dBA	65 dBA

SOURCE: City of Los Angeles Municipal Code Section 111.03

LAUSD Noise Standards

LAUSD has established maximum allowable noise levels to protect students and staff from noise impacts generated by traffic in terms of $L_{eq.}$[247] These noise standards are presented in Table 3E-8.

Table 3E-8 Acceptable Operational Vehicular Noise Levels Established by LAUSD

Location	***Leq Noise Level***
Exterior	67 dBA
Interior (Classrooms and other noise sensitive uses)	45 dBA
Interior (non-sensitive uses, such as cafeterias and gymnasiums)	50 dBA

SOURCE: Los Angeles Unified School District (LAUSD). Office of Environmental Health & Safety (OEHS). *New School Construction Program, Final Program Environmental Impact Report (PEIR)* (incorporates the *New School Construction Program, Draft PEIR)*, May 2004. Draft PEIR, Section 3.3.
LAUSD School Design Guide, Appendix A.3 Acoustical Requirements, Page 1 of 7. October 2003.

[244] City of Los Angeles. *Maximum Noise Level of Powered Equipment or Powered Hand Tools*, Municipal Code Chapter XI, Article 2, Section 112.05, September 8, 1986.
[245] City of Los Angeles, Municipal Code, Chapter XI, Article 2, Section 111.03.
[246] Ibid., Sections 114.02(a)3 and 112.04(b).
[247] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR)* (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board Certified June 8, 2004, Draft PEIR, Section 3.3.

■ Vibration

Federal Transit Administration

Table 3E-9 presents the FTA's criteria for acceptable ground-borne vibration and noise.[248] These criteria are based on the maximum levels for a single event, and are expressed in terms of root mean square (RMS) velocity levels in decibels (VdB). ANSI indicates that vibration levels in critical care areas, such as hospital surgical rooms and laboratories should not exceed 0.2 inch per second of peak particle velocity (PPV).[249] The FTA also uses a PPV of 0.2 inch per second for vibration in proximity to fragile buildings.[250] Thus, 0.2 inch PPV is used as a significance threshold for vibration impacts during construction. The 65 VdB threshold of perception used by the FTA will be used to evaluate long-term operations vibration. The proposed high school is considered a land use with primarily daytime use.

Table 3E-9 Federal Transit Administration's Criteria for Acceptable Ground-borne Vibration and Noise Ground-borne Vibration Impact (VdB re 1 micro inch/sec)

Land Use Category	*Frequent Events*[a]	*Infrequent Events*[b]
Residences and buildings where people normally sleep	72 VdB	80 VdB
Institutional land uses with primarily daytime use	75 VdB	83 VdB

SOURCE: U.S. Department of Transportation (USDOT), 2006. Federal Transit Administration (FTA): Noise and Vibration Impact Guideline. April.

[a] "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.

[b] "Infrequent Events" is defined as less than 70 vibration events per day. This category includes most commuter rail systems.

Neither the City of Los Angeles nor LAUSD have specific thresholds for vibration impacts.

3E.4 IMPACTS AND MITIGATION

The environmental impact analyses presented below are based on the determinations made in the IS for issues that were determined to be potentially significant or for issues identified by reviewing agencies, organizations, or individuals commenting on the IS that made a reasonable argument that the issue was potentially significant (see Comments on NOP/Initial Study, Appendix A).

■ Methodology

There are two criteria for judging noise impacts, which are used in this analysis. First, noise levels projected for the planned facility should comply with all relevant federal, State, and local standards and regulations. Noise impacts on the surrounding community are enforced through local noise ordinances supported by nuisance complaints and subsequent investigation. It is assumed that all existing regulations for the construction and operation of the Proposed Project would be enforced.

[248] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR)* (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board Certified June 8, 2004, Draft PEIR, Section 3.3.

[249] American National Standards Institute (ANSI), 1983, *"Guide to the Evaluation of Human Exposure to Vibration in Buildings"*, ANSI S.329-1983,

[250] U.S. Department of Transportation (USDOT), 2006, Federal Transit Administration (FTA): Noise and Vibration Impact Guideline, April.

The second measure of impact recognized by noise analysts and used in this analysis is the increase in noise levels above the ambient noise level as a result of the introduction of a new noise source. An increase in noise levels due to a new noise source has a potential to adversely impact people.

Criteria for Determining Significance

The criteria used to determine the significance of an impact related to noise are based on the model IS checklist in Appendix G of the State CEQA Guidelines and LAUSD standards. During the IS process, it was determined that the Proposed Project would have no impact for two of the six CEQA criteria for determining significant impacts from noise. Therefore, only the four remaining CEQA criteria for determining significance (identified below) were analyzed as part of the Final SEIR.

The Proposed Project would have a significant noise impact if it would cause any of the following:[251]

- Exposure of persons to or generation of noise levels in excess of adopted local agency noise ordinances, or exposure of students and faculty to exterior noise levels in excess of 70 dBA L_{10} or 67 dBA L_{eq} or interior classroom noise levels in excess of 55 dBA L_{10} or 45 dBA L_{eq}
- A permanent increase of over 3 dBA L_{dn} in ambient noise levels in the project vicinity above levels existing without the Proposed Project for areas where existing ambient noise levels, and the projected ambient noise level after implementation of the project, would exceed acceptable noise levels as adopted in local agency noise ordinances or general plan goals
- Temporary or periodic noise levels above 75 dBA when measured at a distance of 50 feet from Proposed Project-related activity for school zones or other sensitive noise receptors within 500 feet of the Proposed Project site
- Exposure of persons to or generation of excessive ground-borne vibration

Project Impacts

Impact 3.E-1	**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.**

Construction Noise

Noise generated during construction of the Proposed Project would increase noise levels in the project area. Nearby sensitive receptors include the residential structures located approximately 50 feet to the west across Menlo Avenue and east across Hoover Street, a church located approximately 50 feet to the south across 60th Street and single- and multi-family residential uses approximately 50 feet south, west, and east of the Proposed Project site.

As shown in Table 3E-2, typical construction noise levels vary between 78 and 88 dBA at a distance of 50 feet, with noise levels up to 101 dBA if pile driving activities are required. The single- and multi-family residential homes located south across 60th Street and west along Menlo Avenue would be within approximately 50 feet from construction activities, and residential uses to the east along Hoover Street would be approximately 100 feet from construction activities. Since the nearest sensitive receptor is located 50 feet from the Proposed Project site, residential uses could experience noise levels as high as

[251] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR)* (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board certified June 8, 2004, pp. 3.3–7.

88 dBA during construction of the Proposed Project. If the construction scenario that includes pile driving is required, then noise levels could reach as high as 101 dBA at the residential uses located within 50 feet of the Proposed Project site. It should be noted that pile driving activities would only occur during the excavation phase of construction and would be temporary in nature. With respect to construction, the Los Angeles Municipal Code specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited.

However, the Los Angeles Municipal Code noise limitation does not apply where compliance is technically infeasible. "Technically infeasible" means that the noise standard cannot be met despite the use of mufflers, shields, sound barriers, and/or other noise reduction device or techniques during the operation of equipment. In order to reduce temporary construction noise impacts on off-site receptors, including nearby residential uses and the commercial centers, LAUSD shall require its construction contractor to implement construction BMPs as follows: provide advance notification of construction to surrounding land uses; ensure that equipment is properly muffled; place staging areas for heavy construction equipment away from residences; implement noise attenuation measures, including noise attenuating blankets, when feasible; and, generally conduct construction in compliance with local noise ordinances. Additionally, construction equipment would not be operating continuously throughout the day, but rather only for portions of the day and as needed, with no work to be performed between the hours of 9:00 P.M. and 7:00 A.M. However, construction activities would generate noise levels that exceed the Los Angeles Municipal Code Standard of 75 dBA, as construction activities would be within 50 feet of the closest sensitive receptor. As such impacts would be *potentially significant*.

Operational Noise

Operational noise would primarily be generated by traffic, including pick-up and drop-off activities near the school entrance. The Proposed Project would be exposed to traffic noise from West Slauson Avenue, which is the Proposed Project site's northern boundary, and South Hoover Street, which is the eastern boundary. As discussed under Impact 3E-3, ambient roadway noise levels would not increase by 3 dBA or more, and therefore, would not be considered significant.

Burlington Northern Santa Fe (BNSF) uses the tracks running parallel to the Proposed Project site approximately 185 feet north along Slauson Avenue. There are three at-grade street crossings of the rail line along Slauson Avenue within the vicinity of the project site: Figueroa Street, 1,400-feet to the east of the site; Hoover Street at the northeast corner of the site; and Vermont Avenue, 700 feet to the west of the site. All three crossings are protected by gates that lower upon the approach of a train, as well as by a mast-mounted flashing light apparatus that rings and flashes red lights in both directions upon the approach of a train.[252] The time schedule is variable. While the potential for noise generated due to rail operations exceed LAUSD exterior standards, it is anticipated that noise effects on students from the proximity of the railroad would be less than significant due to low train speeds, infrequent rail traffic, intervening buildings and the limited opportunity for exposure to excessive noise levels. Further, due to the distance of the Proposed Project's classrooms and the attenuation that would be achieved from typical construction techniques, it is not anticipated that LAUSD's interior noise standard would be exceeded by

[252] Wilson Geosciences, Inc. Rail Safety Study Proposed South High School No. 3 Site—Expansion of Preferred Site. December, 2006.

the occasional train noise. Therefore, students at the new proposed high school would not be impacted by nearby railway noise.[253]

Ambient noise level measurements were taken at seven separate locations in the vicinity of the Proposed Project site. The results were shown previously in Table 3E-4. While some after-school activities may take place on the Proposed Project site, these activities would likely occur indoors. Outdoor activities conducted on public playgrounds and public or private school grounds, including but not limited to school athletic and entertainment events, are exempted from provisions of the City of Los Angels Municipal Code. As such, although sensitive receptors located within 50 feet of the Proposed Project site would experience an increase in noise levels as a result of operations at the Proposed Project site; these activities are exempt from regulation. Further, results of the noise monitoring indicate that noise levels in the vicinity of the Proposed Project site range from 61.5 dBA to 74.9 dBA. As such, sensitive receptors located within 50 feet of the Proposed Project site would not experience adverse noise levels as a result of operations at the Proposed Project site. The Proposed Project would not result in an increase in noise that would exceed City noise standards. Thus, impacts during operation would be less than significant (see Impact 3.E-3 for further discussion).

Mitigation Measures

The following mitigation measures would be implemented as part of the Proposed Project:

M-3E.1 *In accordance with the City of Los Angeles Municipal Code Section 41.40, the LAUSD shall require by contract specifications that construction activities be limited to 7:00 A.M. to 9:00 P.M. Monday through Friday, 8:00 A.M. to 6:00 P.M. on Saturday, and no construction on Sunday and federal holidays, as appropriate, in order to minimize disruption to sensitive receptors in the vicinity of the Proposed Project site.*

M-3E.2 *The LAUSD shall require the construction contractor to utilize construction equipment that has been muffled or otherwise shielded.*

M-3E.3 *LAUSD's construction contractor shall implement the use of sound blankets along the eastern and southern boundaries of the Proposed Project site, as well as along the western boundary of the Proposed Project site from the intersection of Menlo Avenue and West 60th Street for a distance of 600 feet.*

M-3E.4 *The LAUSD's construction contractor shall require stationary construction equipment material and vehicle staging to be placed to direct noise away from sensitive receptors, as feasible.*

M-3E.5 *The LAUSD's construction contractor shall provide advance notification to adjacent property owners and post notices at the Proposed Project site with regard to the schedule of construction activities.*

■ Residual Impacts

As stated above, the construction of the Proposed Project could take place under two scenarios. Under the first scenario pile driving would be required and construction related noise levels could reach as high as 101 dBA. Implementation of mitigation measure **M-3E.2** would require that construction equipment

[253] Wilson Geosciences, Inc. Rail Safety Study Proposed South High School No. 3 Site—Expansion of Preferred Site. December, 2006.

be muffled or otherwise quieted, and as shown in Table 3E-2, muffled pile drivers generate noise levels of up to 95 dBA at a distance of 50 feet. Implementation of mitigation measure **M-3E.3** would require the placement of sound blankets along the perimeter of the Proposed Project site during construction. The use of sound blankets would further reduce noise levels up to an additional 10 dBA, which would further reduce noise levels from pile driving activities to approximately 85 dBA at sensitive receptors located 50 feet from construction activities. However, even with implementation of mitigation measures **M-3E.2** and **M-3E.3** and LAUSD BMPs, construction-related noise levels under the pile driving scenario would still exceed the 75 dBA construction noise limit established by the Los Angeles Municipal Code Section 41.40, and this impact would be *significant and unavoidable* under this construction scenario.

Under the second construction scenario, no pile driving would occur, and typical construction equipment such as trucks and bulldozers would be used; as discussed above, noise levels could reach as high as 88 dBA during construction of the Proposed Project. Implementation of mitigation measure **M-3E.2** (muffling or quieting of construction equipment) would reduce noise levels from construction equipment to 83 dBA, as shown in Table 3E-2. The placement of sound blankets along the perimeter of the Proposed Project site closest to the sensitive receptors, as defined by mitigation measure **M-3E.3**, would further reduce noise levels by up to an additional 10 dBA; thereby reducing noise levels to approximately 73 dBA. Therefore, with implementation of the identified Mitigation Measures, including mitigation measures **M-3E.2** and **M-3E.3**, construction related noise levels would be below the 75 dBA construction noise limit established by the Los Angeles Municipal Code Section 41.40, and this impact would be considered *less than significant* under this construction scenario.

Operation of the Proposed Project would not expose sensitive receptors off-site to noise levels in excess of established standards. Additionally, students, faculty, and staff would not be exposed to noise levels in excess of the standards established by LAUSD for exterior or interior noise levels. While the BNSF utilizes the tracks located approximately 185 feet north of the Proposed Project site, due to the infrequency of train trips, the distance of the classrooms from the tracks and the limited opportunity for the exposure of students, faculty and staff to excessive noise associated with train trips, this impact would be considered *less than significant*.

Impact 3.E-2 Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.

Construction Vibration

Project-related construction activities would have the potential to generate ground-borne vibration. Table 3E-10 (Vibration Source Levels for Construction Equipment) identifies various vibration velocity levels for the types of construction equipment that would potentially operate at the Proposed Project site during construction.

Table 3E-10 Vibration Source Levels for Construction Equipment

	Approximate VdB			
Construction Equipment	***25 Feet***	***50 Feet***	***75 Feet***	***100 Feet***
Loaded Trucks	86	80	76	74
Jackhammer	79	73	69	67
Small Bulldozer	58	52	48	46
Pile Driver (impact)	104	98	92	90
Pile Driver (vibratory)	93	87	83	81

SOURCE: Federal Railroad Administration 1998; EIP Associates 2007.

Sensitive receptors in the Proposed Project vicinity that are susceptible to the effect of ground-borne vibration are the single- and multi-family residential uses approximately 50 feet to the south of the Proposed Project site along West 60th Street and west along Menlo Avenue. As shown in Table 3E-10, vibration levels dissipate at a rate of 6 VdB for each doubling of distance. At 50 feet, the residences across from the Proposed Project site to the south and west could experience vibration from the Proposed Project at levels up to 83 VdB during the construction scenario that does not included pile driving. If the construction scenario that does include pile driving is required, then vibration levels at the residential uses to the south and west could be as high as 104 VdB (93 VdB if a vibratory driver is used). It should be noted that the potential for vibration levels over the 80 VdB threshold would only occur over the course of the construction period. However, construction of the Proposed Project would expose sensitive receptors in the project vicinity to vibration levels that exceed the 80 VdB threshold for residences and the 82 VdB threshold for institutional land uses, as established by the FTA.[254] Although the vibration levels experienced at sensitive receptors due to construction activity would be temporary, this impact would be significant.

Operational Vibration

The Proposed Project would not introduce any significant sources of ground-borne vibration during operation that would potentially impact adjacent land uses. Ground-borne vibration resulting from operation of the Proposed Project would primarily be generated by trucks making periodic deliveries to the Proposed Project site. These trucks typically generate ground-borne vibration velocity levels up to 63 VdB that would be experienced by the students of the proposed school and by surrounding sensitive receptors. These levels could reach 72 VdB where trucks pass over bumps in the road. This falls below the 80 VdB threshold for acceptable vibration levels at residences for an infrequent number of events per day as established by the FTA.[255] BNSF uses the tracks running parallel to the Proposed Project site along Slauson Avenue, approximately 185 feet to the north. The rail throughout this segment is a continuous welded track. The occurrence of vibration from freight train is considered unlikely because of the distance from the tracks[256]. Further, according to the FTA, ground-borne vibration is almost never annoying to people who are outdoors. Although the motion of the ground may be perceived, without the effects associated with the shaking of a building, the motion does not provoke the same adverse human reaction.[257] Thus, ground borne vibration impacts resulting from long-term project operations are anticipated to be less than significant.

Mitigation Measures

Implementation of mitigation measures **M-3E.1** through **M-3E.5** would apply to Impact 3E-2 by restricting the operating periods, methods used to operate, and staging of construction equipment that may create ground-borne vibration.

[254] US Department of Transportation (USDOT), Federal Transit Administration (FTA). Noise and Vibration Impact Guidelines, April 2006.
[255] Ibid.
[256] Wilson Geosciences, Inc. Rail Safety Study Proposed South High School No. 3 Site – Expansion of Preferred Site. December, 2006.
[257] US Department of Transportation (USDOT), Federal Transit Administration (FTA). Noise and Vibration Impact Guidelines, April 2006.

Residual Impacts

Proposed project construction would create ground-borne vibration that would exceed the threshold of 80 VdB for unacceptable vibration levels at the property lines of sensitive receptors and the 82 VdB threshold for unacceptable vibration at institutional land uses, as established by the FTA.[258] While mitigation measures **M-3E.1** through **M-3E.5** would be implemented as part of the Proposed Project, and therefore, vibration inducing equipment would be muffled and located away from sensitive receptors to the extent feasible, ground-borne vibration would still exceed the identified thresholds of significance for sensitive receptors located in close proximity to the construction site. Since no other feasible mitigation is available to reduce construction-related vibration to a less-than-significant level, this impact would be *significant and unavoidable* during construction of the Proposed Project.

Impact 3.E-3 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

LAUSD has established noise standards to protect students and staff from noise hazards generated from off-site uses. These standards are consistent with generally recognized and adopted standards, such as those published by OPR and adopted by CHPS and were designed to ensure that ambient noise does not adversely impact the learning environment. [259] The maximum allowable noise levels include 45 dBA for interior areas and 70 dBA.

When the existing ambient noise level already exceeds the standard, a 3 dBA or greater increase over this level is considered significant. Ambient traffic noise levels have been calculated with FHWA Highway Noise Prediction Model using data from the traffic study.[260] These noise levels are presented in Table 3E-11. For the purpose of this analysis, noise levels at Proposed Project build out in the year 2012 are compared to ambient noise levels without the project in the year 2012 in order to show the Proposed Project's contribution to roadway noise levels.

As shown in Table 3E-11, implementation of the Proposed Project would not cause an increase of greater than 3.0 dBA on roadways in the vicinity of the project site. The greatest increase in roadway noise levels would be experienced along 60th Street, between Menlo Avenue and Hoover Street, which would increase by 2.8 dBA. No other roadway segment would increase above 1.3 dBA. As such, impacts would be less than significant.

Noise from on-site school activities would be limited to typical school activities such a students participating in physical education and recreation activities. Such noise would potentially be audible at the nearby residences, but would be of short duration and would occur during the typically less noise-sensitive daytime hours during which school is in session. Table 3E-12 shows noise measurements from a nearby school taken during lunchtime and immediately following lunch taken in proximity to the basketball courts and within the lunch area, both of which are heavily utilized during lunchtime. As shown in Table 3E-12, on average, a noise increase of approximately 2.4 dBA resulted. To be noticeable, noise must increase by approximately 3.0 dBA. It is anticipated that noise during school operation would

[258] US Department of Transportation (USDOT), Federal Transit Administration (FTA). Noise and Vibration Impact Guidelines, April 2006.
[259] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR)* (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board certified June 8, 2004, p. 3.3–8.
[260] Katz Okitsu & Associates, Traffic Impact Study – LAUSD South Los Angeles Area New High School #3. October 2007.

Table 3E-11 Summary of Traffic Modeling for Existing Conditions

Roadways	Sound Level at 50 Feet from Centerline (CNEL)		
	Year 2012 Without Project Traffic Volumes	Year 2012 With Project Traffic Volumes	Increase
Vermont Avenue, north of Slauson	68.0	68.1	0.1
Vermont Avenue, south of Slauson	68.3	68.4	0.1
Vermont Avenue, north of 60th Street	68.1	68.2	0.1
Vermont Avenue, south of 60th Street	68.1	68.1	0.0
Vermont Avenue, north of Gage Avenue	68.6	68.7	0.1
Vermont Avenue, south of Gage Avenue	68.7	68.8	0.1
Menlo Avenue, south of Slauson	53.5	54.3	0.1
Menlo Avenue, north of 60th Place	51.1	52.4	1.3
Menlo Avenue, south of 60th Place	48.1	48.8	0.7
Hoover Street, north of Slauson	67.7	67.8	0.1
Hoover Street, south of Slauson	67.1	67.7	0.6
Hoover Street, north of 60th Street	67.1	67.5	0.4
Hoover Street, south of 60th Street	67.0	67.2	0.2
Hoover Street, north of Gage Avenue	67.2	67.3	0.1
Hoover Street, south of Gage Avenue	66.8	66.9	0.1
Slauson Avenue, west of Vermont	69.6	69.7	0.1
Slauson Avenue, east of Vermont	69.4	69.5	0.1
Slauson Avenue, west of Hoover	69.6	69.8	0.2
Slauson Avenue, east of Hoover	69.4	69.6	0.2
60th Street, east of Vermont	51.2	53.5	1.3
60th Street, east of Menlo Ave	52.1	54.9	2.8
Gage Avenue, west of Vermont	67.9	68.0	0.1
Gage Avenue, east of Vermont	68.2	68.2	0.0
Gage Avenue, west of Hoover	68.4	68.4	0.0
Gage Avenue, east of Hoover	68.6	68.6	0.0

SOURCE: EIP Associates/PBS&J, 2007.
FHWA Highway Noise Prediction Model (FHWA-RD-77-108).

be similar to that shown in Table 3E-12. Furthermore, current noise levels on the Proposed Project site are similar to, or greater than, those listed on Table 3E-12. Noise associated with proposed school activities would not result in a perceptible increase in noise and as such impacts would be less than significant.

Table 3E-12 Measured Ambient Noise Level Comparison, Belmont High School

Location	Student Activity Level	15 Minute Average (dBA)
Belmont High School (Basketball Courts)	Lunchtime, Significant Student Activity	67.1
Belmont High School (Basketball Courts)	After Lunch, Minimal Student Activity	65.6
Belmont High School (Lunch Area)	Lunchtime, Significant Student Activity	65.8
Belmont High School (Lunch Area)	After Lunch, Minimal Student Activity	62.5

SOURCE: Environmental Science Associates, Noise Monitoring, February 20, 2003.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be *less than significant*.

Impact 3.E-4	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Construction Noise

Sensitive receptors in the Proposed Project vicinity that are susceptible to the effect of increased noise levels are single and multi-family residential uses approximately 50 feet to the south and east, of the Proposed Project site.

Construction noise levels at the Proposed Project site would fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. Construction of the Proposed Project would take approximately 36 months to complete. Construction is proposed to start in 2009 and to be completed by 2012. School occupancy is scheduled for the third quarter of 2012.

Construction activities would be required to comply with provisions of Chapter XI of the City of Los Angeles Municipal Code. Adherence to the ordinance is considered to be adequate mitigation for construction noise. As discussed in Impact 3.E-1, impacts associated with construction noise are expected to reach up to 95 dBA. LAUSD would require implementation of the BMPs and mitigation measures **M-3E.1** through **M-3E.5**; however, noise levels during construction activities would routinely cause a temporary increase in ambient noise levels and this would be a potentially significant impact.

Operational Noise

Operational noise would primarily be generated by traffic, including pick-up and drop-off activities near the school entrance. Noise associated with a PA system, which includes the electronic bell system, could reach levels as high as 81 to 84 dBA when measured from 50 feet away.[261] The nearest sensitive receptors in the Proposed Project vicinity are located within approximately 75 feet of the Proposed Project site. However, consistent with the City of Los Angeles Municipal Code Section 115.02, amplified sounds as a result of regularly scheduled operative functions by any school is permitted to occur.[262] As a result, impacts resulting from the potential use of a PA system would be less than significant.

Mitigation Measures

Implementation of mitigation measures **M-3E.1** through **M-3E.5** would apply to Impact 3.E-4.

Residual Impacts

Although all applicable project design features, BMPs, and all feasible mitigation measures would be implemented, noise impacts resulting from construction of the Proposed Project would not be reduced to

[261] LAUSD, *Fairfax High School Stadium Lighting MND/IS*, p. 70.
[262] City of Los Angeles. Municipal Code Section 115.02.

a less-than-significant level. Refer to Impact 3.E-1 for further clarification of construction noise levels and mitigation. Therefore, noise impacts during construction of the Proposed Project would be *significant and unavoidable*. Impacts associated with a temporary or periodic increase in ambient noise levels would be *less than significant* during Proposed Project operation.

3E.5 CUMULATIVE IMPACTS

Impact 3.E-5 In conjunction with other area projects, have cumulative noise impacts.

Cumulative noise impacts could potentially occur from the development of other projects within the area. As shown in Table 2-1, eight related projects are planned for development in the vicinity of the Proposed Project site. Noise from construction and on-site operations of this project would be localized, thus potentially impacting the areas immediately surrounding the site. The nearest project, a fast food restaurant on Vermont Avenue between Slauson and 58th Place is located approximately 1,000 feet to the west of the Proposed Project site. As construction-related noise would attenuate at a rate of 6 dBA per every doubling of distance, this is considered to be of sufficient distant from the Proposed Project site that cumulative noise impacts resulting from construction activities would be less than significant. As all other related projects are located further from the Proposed Project site, cumulative impacts associated with noise resulting from construction activities at these sites would be even less. As such, impacts related to construction noise would not be cumulatively considerable.

School-related activities would also be considered a stationary noise source, therefore, such operational noises as increased student activities, bells and PA systems, would also decrease by 6 dBA per every doubling of distance. As such, the related projects are not located near enough to the Proposed Project site such that on-site school activities would be cumulatively considerable with regard to operational noise impacts. However, off-site operational noise sources would consist primarily of vehicle trips along adjacent streets, which would also be impacted by the related projects. As described above in Impact 3.E-3, the Proposed Project would not increase noise levels above 2.8 dBA for any roadway in the vicinity of the project site. Further, and as shown in Table 3E-11, future roadway conditions that include the Proposed Project's and related projects' vehicle trips would not lead to an increase above 3 dBA. Therefore, noise impacts associated with operation of the Proposed Project would not be cumulatively considerable. Cumulative impacts associated with the Proposed Project and identified related projects would be less than significant.

Mitigation Measures

Implementation of mitigation measures **M-3E.1** through **M-3E.5** would apply to Impact 3.E-5.

Residual Impacts

Impacts would be *less than significant*.

Impact 3.E-6 In conjunction with other area project, have cumulative vibration impacts.

Cumulative vibration impacts could potentially occur from the development of other projects within the area. As shown in Table 2-1 of Chapter 2, eight planned developments are located near the Proposed Project site and could be cumulatively considerable with the Proposed Project. The related projects could generate similar vibration impacts as the Proposed Project. However, vibration from the construction and

on-site operations of the eight projects is expected to be localized, thus potentially impacting the areas immediately surrounding the related Proposed Project sites. As shown in Table 3E-10, vibration levels dissipate at a rate of approximately 6 VdB per doubling of distance. Based on the distance between the Proposed Project and the related projects and on the anticipated vibration levels due to construction of the Proposed Project (see Impact 3.E-2), the vibration levels of the Proposed Project would not be perceivable at the related Proposed Project sites or their surrounding areas. As such, the construction-related vibration impacts of the Proposed Project would not be cumulatively considerable.

With regard to operational impacts, cumulative ground-borne vibration in the Proposed Project vicinity as a result of project implementation could be generated by an increase in heavy truck or bus traffic along Slauson Avenue. Trucks typically generate ground-borne vibration velocity levels up to 63 VdB, which would be experienced by the students of the proposed school and by surrounding sensitive receptors. These levels could reach 72 VdB where trucks pass over bumps in the road. This falls below the 80 VdB threshold for unacceptable vibration levels at residences for an infrequent number of events per day as established by the FTA.[263] However, as stated under Impact 3.E-2, vibration from a typical bus or truck would be approximately 63 VdB at a reference distance of 50 feet. Since this does not exceed the 80 VdB significance threshold, cumulative vibration impacts would result in a less-than-significant impact.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be *less than significant*.

[263] City of Los Angeles. *Municipal Code Section 115.02*.

Subchapter 3F Pedestrian Safety

3F.1 INTRODUCTION

This subchapter discusses the potential impacts related to pedestrian safety that would occur as a result of implementation of the Proposed Project. This analysis is based on the results of the pedestrian safety impact analysis conducted by Katz, Okitsu & Associates (KOA) for the project. The pedestrian safety analysis is included as part of the traffic study and is provided as Appendix F of this Final SEIR.

3F.2 EXISTING ENVIRONMENTAL SETTING

■ Local Pedestrian Access

The existing network of neighborhood sidewalks supports and would continue to support pedestrian access in the Proposed Project area. Figure 3F-1 displays the existing pedestrian routes in the vicinity of the Proposed Project. Intersections surrounding the Proposed Project site, which are major access points to the site, are currently controlled by traffic signals with pedestrian crosswalks (i.e., South Hoover Street at West Slauson Avenue, Vermont Avenue at West Slauson Avenue, Vermont Avenue at 60th Street, South Hoover Street at 59th Place, Figueroa Street at 59th Place, and Figueroa Street at West Slauson Avenue). Existing schools that are located in the nearby vicinity of the Proposed Project site include Muir Middle School and 61st Street Elementary School. The presence of these two existing schools has resulted in the development of some pedestrian safety enhancements in the study area, including reduced-speed zones and school crossings. However, these schools are not located in the immediate vicinity of the Proposed Project site and any existing crossing guards present at nearby schools would not provide crossing guard assistance points for the Proposed Project site.

Table 3F-1 details the existing level of pedestrian circulation enhancements that exist in the immediate vicinity of the Proposed Project site.

As shown in Table 3F-1, two of the intersections adjacent to the Proposed Project site are stop-controlled intersections, and two are signalized intersections. All traffic signals within the study area contain pedestrian signals and marked crosswalks on all approach legs. All railroad grade crossings within the study area (there are three on the north side of the West Slauson Avenue corridor) include sidewalks that extend across the railroad right-of-way. There are currently no sidewalks for east-west travel on the north side of West Slauson Avenue.[264]

West Slauson Avenue, Vermont Avenue, South Hoover Street, and Figueroa Street have a posted speed limit of 35 mph. Menlo Avenue and West 59th Street have a posted speed limit of 25 mph.

[264] Katz, Okitsu & Associates. Traffic Study for Los Angeles Unified School District South Los Angeles Area New High School #3, Los Angeles, CA. October 2007.

Table 3F-1 Intersections with Pedestrian Improvements

Intersection	*Marked Cross-Walk*	*Traffic Signal*	*Stop Sign*
Adjacent to Proposed High School Site			
South Hoover Street/West Slauson Avenue	✓	✓	
South Hoover Street/West 59th Place	✓	✓	
Menlo Avenue/West Slauson Avenue			✓
Menlo Avenue/West 60th Street			✓
Other Local Intersections			
Vermont Avenue/West Slauson Avenue	✓	✓	
Figueroa Street/West Slauson Avenue	✓	✓	
South Hoover Street/West 57th Street	✓		
South Hoover Street/West 61st Street	✓		
Vermont Avenue/West 60th Street	✓		✓
Vermont Avenue/West 59th Place	✓	✓	
South Hoover Street/West 59th Place		✓	

SOURCE: Katz, Okitsu & Associates, *Traffic Study for Los Angeles Unified School District South Los Angeles Area New High School #3, Los Angeles, CA*. October 2007.

3F.3 APPLICABLE REGULATIONS

State

California Department of Transportation

The California Department of Transportation (Caltrans) administers the "Safe Routes to Schools" program.[265] The purpose of the program is to provide funding to improve the safety of children as they walk or bike to school.[266] School districts are responsible for establishing and enforcing school route plans. School districts are also responsible for siting and developing school facilities which foster a good walking environment. This means choosing school locations that balance vehicle access with pedestrian safety needs, constructing adequate pedestrian facilities along the perimeter of the Proposed Project site and working with the local public works agency to fund and install adequate crossing protection at key points. School districts are responsible for distributing walk route maps to parents and students.[267] School districts shall prepare, prior to school opening, a pedestrian safety plan for the safe arrival and departure of students in accordance with the "School Area Pedestrian Safety Manual."[268]

[265] Caltrans, 2000. AB 1475 Street and Highways Code Sections 2331, 2333 1n3 2333.5. Safe Routes to School (SR2S), January.
[266] Ibid.
[267] California Department of Health Services (DHS), 2004. Responsibilities for Walk Route Safety, www.dhs.ca.gov/ps/cdic/epic/sr2s/documents/RouteResponsibilitiesChart.doc
[268] Caltrans, 1987. *School Area Pedestrian Safety Manual*.

Figure 3F-1 Pedestrian Related Control and Recommended Routes
Pg 1—8.5x11 color

Pg 2—8.5x11 color

3F.4 IMPACTS AND MITIGATION

Methodology

Recommended pedestrian routes were formulated based on the anticipated points of origin of the proposed school's student body. Recommended routes utilize existing traffic controls to provide safe crossing points on major roadways. The area surrounding the Proposed Project site was surveyed by KOA to determine the locations of existing traffic controls in the area that could be utilized by students to access the proposed school site from adjacent neighborhoods. Traffic control locations that were documented include traffic signals, signed and striped crosswalks, and all-way stop-controlled intersections.

Students could arrive at school utilizing a variety of different modes of transportation (i.e., public transit, automobile, walking, and biking). The number of anticipated students who would walk to and from the school site was calculated utilizing the percentage distribution of modes of transportation from LAUSD's Program EIR, which was established by surveys conducted for the Program EIR.[269] The Program EIR defines the following percentage breakdowns for high school project mode splits:

- Trips by car total 57.7 percent of all trips
- Trips by walking/biking and other modes total 21.58 percent of all trips
- Trips via bus and public transit total 20.72 percent of all trips

Criteria for Determining Significance

Typically, the following criteria for determining significance are included within an EIR's transportation/traffic analysis. However, due to the importance of pedestrian safety for students walking to and from a neighborhood school, LAUSD has decided to include a separate pedestrian safety subchapter.

The Proposed Project would result in a significant adverse impact relating to pedestrian safety if it would do any of the following:

- Substantially increase pedestrian hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Create unsafe routes to school for students walking from local neighborhoods
- Be located on a site that is adjacent or near to a major arterial roadway or freeway that may pose a safety hazard

Project Impacts

Impact 3.F-1	**Substantially increase vehicular and/or pedestrian safety hazards due to a design feature or incompatible uses.**

Construction of the proposed school would result in the temporary closure of sidewalks along the perimeter of the proposed school site. As a matter of course, LAUSD requires its contractors to prepare and implement a construction worksite traffic control plan. Any construction-related sidewalk

[269] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report (PEIR)* (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board Certified June 8, 2004. Draft PEIR Appendix C.

obstructions would be short-term and pedestrians would be redirected to unobstructed sidewalks elsewhere in the vicinity. As such, construction-related impacts on pedestrian safety would be less than significant.

Pedestrian Hazards Due to Design Feature

Operation of the Proposed Project would result in new vehicular circulation patterns on, and adjacent to, the Proposed Project site. The proposed campus would include a 10-foot wide sidewalk along the entire frontage, which includes West 60th Street, Menlo Avenue, South Hoover Street, and West Slauson Avenue. Vehicular/pedestrian access would be primarily along 60th Street. It should be noted that the loading areas for the passenger vehicles and school buses are separated in accordance with LAUSD Guidelines. The proposed campus would be designed as follows:

- A passenger pick-up and drop-off curbcut is proposed on the westbound (north) side of West 60th Street, adjacent to the pedestrian access point. The curbcut is located out of the active flow of traffic on West 60th Street and is intended to facilitate student drop-off and pick-up without affecting traffic on surrounding streets. The curbcut is approximately 325 feet in length. Passengers dropped off at this location would have direct access to the main entrance of the campus. The location of the curbcut is such that a one way east to west flow of traffic would be created.
- A bus pick-up and drop-off curbcut is proposed on the northbound (east) side of Menlo Avenue, immediately north of 60th Street. The curbcut is located out of the active flow of traffic on Menlo Avenue and is intended to facilitate student drop-off and pick-up without affecting traffic on surrounding streets. The curbcut is approximately 90 feet in length, and would be restricted to special education buses.
- Primary access/egress to the faculty/staff/student parking lot would be provided from West 59th Place. Secondary egress from this parking area would be possible from South Hoover Street, across from 59th Street. As the main pedestrian access to the Proposed Project site would be located near the intersection of 60th Street and Menlo Avenue in the middle of the drop-off zone, the location of this vehicular access point would not lead to a conflict of design which could put the pedestrians in the way of the vehicles.
- A service driveway would be provided along South Hoover Street, south of the faculty/staff parking lot and would be restricted to LAUSD operations and maintenance staff. Students of the proposed high school would not be permitted to use this parking lot during regular school hours. Similar to the proposed parking lot, the location of this vehicular access point would not lead to a conflict of design which could put the pedestrians in the way of the vehicles. Thus, impacts related to the location of the service driveway would be less than significant.

Pedestrian Hazards Due to Incompatible Uses

The Proposed Project site is located within an area with both commercial and residential uses. The BNSF Railroad right-of-way is located immediately north of the Proposed Project site across Slauson Avenue. The commercial and residential uses would contribute traffic to the area streets including truck trips which could be considered a potentially significant pedestrian hazard.

Mitigation Measures

M-3F.1 *Four months prior to opening the school, LAUSD's OEHS shall contact LADOT to coordinate the installation of appropriate traffic controls, school warning and speed limit signs, school crosswalks, and pavement markings. This shall include, but not be limited to, the installation*

of "Right Turn Only" controls at the ingress and egress points for the faculty/staff parking lot. All signage, traffic controls, crosswalks, and pavement markings shall be installed prior to opening of the school.

M-3F.2 *Four months prior to the opening of the proposed school, the LAUSD's OEHS shall contact LADOT to coordinate the installation of signs to create passenger loading zones. The precise locations and lengths of the restricted on-street parking zones would be determined jointly by the LAUSD and LADOT. All signage for passenger loading zones shall be installed prior to opening of the school.*

M-3F.3 *Six months prior to opening of the new school, LAUSD shall coordinate with LADOT's Citywide Traffic Control Programs Section to prepare the official "Pedestrian Routes to School" map. This map would provide a final adopted pedestrian route network, with indications for both sides of each included roadway. As part of the "Pedestrian Routes to School" program, parents and students shall be notified to use the existing traffic safeguards.*

M-3F.4 *In order to prohibit pedestrian travel along the Slauson Avenue right-of-way, no-crossing signage shall be installed at the Menlo Avenue and West Slauson Avenue intersection.*

Residual Impacts

To ensure that impacts related to pedestrian hazards are reduced to acceptable levels, and impacts are less than significant, mitigation measures **M-3F.1** through **M-3F.4**, in addition to **M-3G.2** (signalization of Vermont Avenue and 60th Street), shall be implemented. These mitigation measures require the installation of appropriate pedestrian-loading signs at the proposed passenger and bus loading area, require adult/faculty supervision during student pick-up and drop-off activities at the passenger drop-off area, and would also ensure that the appropriate precautions are followed by the District and LADOT prior to the opening of the school.

Mitigation measures **M-3F.1** through **M-3F.4** and **M-3G.2** would minimize the potential pedestrian hazards that would occur at the Proposed Project site. As a result, impacts are considered ***less than significant***.

Impact 3.F-2 Create unsafe routes to schools for students walking from local neighborhoods.

School operations would result in new pedestrian circulation patterns in the project area and increased pedestrian activity in the immediate vicinity of the proposed school site. Students are anticipated to be traveling to the Proposed Project site from all directions, but primarily from the south along South Hoover Street. The project study area was surveyed to determine the locations of existing traffic controls in the area that could be utilized by students to access the proposed school site from adjacent neighborhoods. Figure 3F-1 illustrates the existing traffic control measures present in the Proposed Project area. According to the pedestrian safety study, approximately 152 students are anticipated to walk to school each day under the Proposed Project (see Figure 3F-2).[270] The estimated project-related pedestrian volumes are shown in Figure 3F-2. All traffic signals within the study area provide pedestrian signals and marked crosswalks. Sufficient railroad grade crossings exist within the study area at Slauson

[270] Katz, Okitsu & Associates, Traffic Study for Los Angeles Unified School District South Los Angeles Area New High School #3, Los Angeles, CA. October 2007.

Avenue. Sidewalks and crosswalks are provided at the crossings, with typical warning signs, lights, and gates, which would serve to alert any crossing pedestrians of conflicts with trains. All of the major and local streets within the study area have been constructed with sidewalks.[271]

Further, adequate sidewalks were identified on all potential pedestrian routes to the proposed high school, with the exception of the north side of Slauson Avenue, adjacent to the railroad right-of-way.[272] Incorporation of mitigation measures **M-3F.1** through **M-3F.4** and **M-3G.2** would restrict access along the railroad right-of-way by pedestrians and ensure that impacts are less than significant.

Mitigation Measures

Refer to mitigation measures **M-3F.1** through **M-3F.4** and **M-3G.2**.

Residual Impacts

Impacts would be *less than significant*.

Impact 3.F-3 Be located on a site that is adjacent or near to a major arterial roadway or freeway that may pose a safety hazard.

Slauson Avenue, which borders the Proposed Project site to the north, is classified as a Major Highway Class II between Mission Road, and South Hoover Street is deemed as a secondary highway.[273] These roadways contain high volumes of traffic, including industrial and truck traffic. The Proposed Project would result in increased pedestrian traffic, as well as increased pedestrian and vehicular conflicts. Due to its location along major roadways, inherent pedestrian safety hazards exist. Several pedestrian safety features are in place in the project area, including numerous signals and crosswalks at several major intersections in the project area.[274]

In combination with the existing pedestrian safety features, implementation of the Proposed Project's design features and mitigations measures **M-3F.1** through **M-3F.4** and **M-3G.2** would reduce pedestrian safety hazards related to locating the Proposed Project along a major arterial roadway would be reduced to less than significant.

Mitigation Measures

Refer to mitigation measures **M-3F.1** through **M-3F.4** and **M-3G.2**.

Residual Impacts

Impacts would be *less than significant*.

[271] Katz, Okitsu & Associates, *Traffic Study for Los Angeles Unified School District South Los Angeles Area New High School #3*, Los Angeles, CA. October 2007.
[272] Ibid.
[273] Ibid.
[274] Ibid.

Figure 3F-2 Pedestrian Volumes

Pg 1—8.5x11 color

Pg 2—8.5x11 color

3F.5 CUMULATIVE IMPACTS

Impact 3.F-4	In conjunction with other area projects, have cumulative impacts with respect to pedestrian safety.

The CEQA Guidelines require that projects be evaluated with respect to their contribution to the cumulative effects resulting from past, present, and probable future projects.[275] Table 2-1 lists the related projects that are planned in the project area. The locations of the related projects are shown in Figure 2-5. As mentioned above, most intersections in the project area that would experience an increase in pedestrian traffic as a result of implementation of the Proposed Project are either stop- or signal-controlled or improved in some manner to increase pedestrian safety. Due to the distance of the related projects from the Proposed Project site and the lack of pedestrians attributable to the related projects that would occur, the potential safety hazard that would occur as a result of implementation of the Proposed Project would not be cumulatively considerable. Therefore, with incorporation of the mitigation measures listed above, impacts would be less than significant.

Mitigation Measures

Refer to mitigation measures **M-3F.1** through **M-3F.4** and **M-3G.2**.

Residual Impacts

Impacts would be *less than significant*.

[275] California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, §15130, 2004.

Subchapter 3G Transportation and Traffic

3G.1 INTRODUCTION

This subchapter discusses the potential impacts of the Proposed Project on transportation facilities and the local congestion management program. This analysis is based in part on the results of a traffic impact analysis conducted by Katz Okitsu & Associates (KOA) for the Proposed Project.[276] The complete traffic study is provided as Appendix F of this Final EIR.

3G.2 EXISTING ENVIRONMENTAL SETTING

The transportation network in the Proposed Project vicinity, the existing traffic volumes, and the levels of service at the greatest affected study area intersections are described below. Figure 3G-1 (Location of Study Intersections and Roadway Segments) displays the study intersection locations.

Regional Highway Network

The Proposed Project site is located across the boundaries of the City of Los Angeles, which is characterized by urban development and extensive freeway and arterial roadway development. There is one freeway in the vicinity of the Proposed Project site:

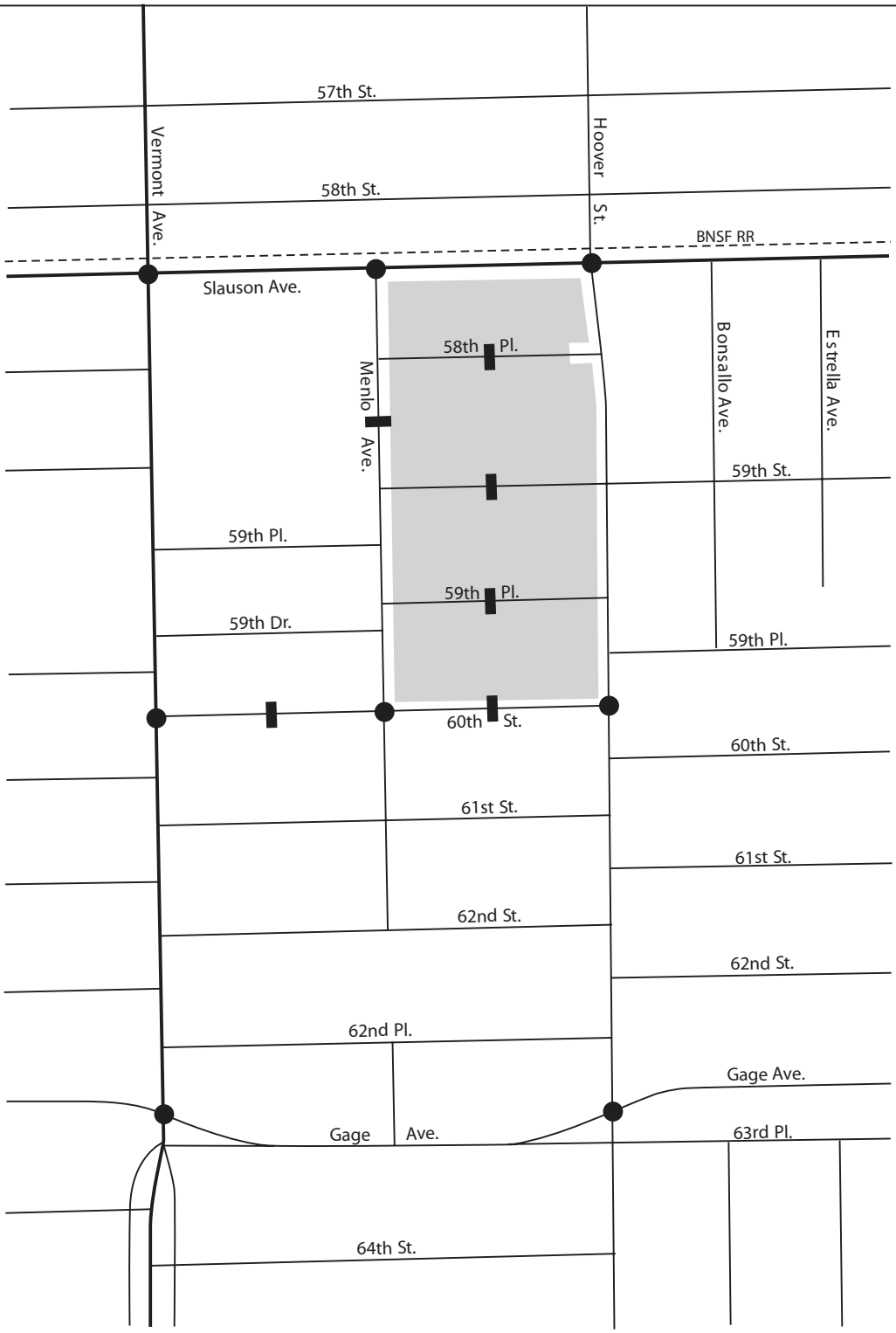
- **I-110 (Harbor Freeway)** is a north/south freeway. At its northern terminus, the I-110 transforms into the Historic Route 66 in the City of Pasadena and terminates in the City of Long Beach at its southern terminus. In the vicinity of the Proposed Project site, I-110 has full interchanges with Slauson Avenue and Gage Avenue.[277]

Local Roadway Network

The local roadway network surrounding the Proposed Project site consists of a series of major arterial roadways and local collector streets. The following describes each of the key roadways in the Proposed Project area. These descriptions are based on an inventory of existing roadway conditions.

- **West Slauson Avenue** is classified as a major highway, class II. The roadway runs in an east west direction across the northern end of the Proposed Project site and generally provides four travel lanes, two lanes in each direction, with a central left-turn median. Restricted on-street parking is allowed on the south side of the roadway in the vicinity of the Proposed Project site. "No Stopping" signs are posted on the north side of the roadway, and the posted speed limit is 35 miles per hour (mph).
- **Gage Avenue** is a secondary arterial roadway that runs in an east/west direction across the southern end of the study area. The roadway provides four travel lanes, two lanes in each direction. On-street parking is generally permitted on both sides of the roadway, and the posted speed limit is 30 mph.

[276] Katz Okitsu & Associates. *Traffic Impact Study—LAUSD South Los Angeles Area New High School #3*. October 2007.
[277] The California Business, Transportation and Housing Agency; Department of Transportation. *2004 Names Freeways, Highways, Structures and Other Appurtenances in California.* January 2004.



LEGEND

- Project Site
- Study Intersection
- Study Roadway Segment

NORTH
NOT TO SCALE

***Source*:** Katz, Okitsu & Associates, 2007.

FIGURE **3G-1**

Location of Study Intersections and Roadway Segments

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- **Vermont Avenue** is a major arterial roadway that runs in a north/south direction with four travel lanes, two lanes in each direction. The roadway transitions into a separate roadway with the same name at a point south of Beverly Boulevard. The roadway's southern terminus is located at Palos Verdes Drive, where it transitions into Gaffey Street. On-street parking is permitted along some segments of the roadway, and the posted speed limit is 35 mph.
- **Menlo Avenue** is a two-lane residential roadway within the study area that runs in a north/south direction and defines the western frontage of the Proposed Project site. In the immediate vicinity of the Proposed Project, the roadway is continuous between Slauson Avenue and 62nd Street, and has a posted speed limit of 25 mph.
- **West 58th Place** is a local two-lane roadway that is primarily fronted by residential uses. The roadway is discontinuous within the local neighborhood, in that the roadway is offset at intersections with north/south roadways. On-street parking is generally permitted on both sides of the roadway, and the posted speed limit is 25 mph.
- **West 59th Street** is a local two-lane roadway that is primarily fronted by residential uses. The roadway is discontinuous within the local neighborhood, in that the roadway terminates at a "T" intersection and continues via a separate leg to the north. On-street parking is generally permitted on both sides of the roadway, and the posted speed limit is 25 mph.
- **West 59th Place** is a local two-lane roadway that is primarily fronted by residential uses. The roadway is discontinuous within the local neighborhood, in that the roadway terminates at a "T" intersection and continues via a separate leg to the south. On-street parking is generally permitted on both sides of the roadway, and the posted speed limit is 25 mph.
- **West 60th Street** is a local two-lane roadway that is primarily fronted by residential uses. The roadway is discontinuous within the local neighborhood, in that the roadway terminates at a "T" intersection and continues via a separate leg to the south. On-street parking is generally permitted on both sides of the roadway, and the posted speed limit is 25 mph.
- **Hoover Street** is a secondary arterial roadway that runs in a north/south direction. It defines the eastern frontage of the Proposed Project site. It provides four travel lanes, two lanes per direction. The roadway has a small break at Martin Luther King Jr. Boulevard north of the Proposed Project site and terminates north of Wilshire. Its southern terminus is south of 142nd Street in the City of Gardena. On-street parking is permitted along the roadway, and the posted speed limit is 35 mph.

Existing Transit Network

The Los Angeles County Metropolitan Transportation Authority (MTA) and the City of Los Angeles Department of Transportation (LADOT) provide transit services within the Proposed Project study area. Figure 3G-2 (Area Transit Lines) illustrates the routes of the following transit services that serve the study area. The following briefly describes the services currently available.[278]

MTA Bus Lines

- **Metro Line 204** operates as a local north/south bus route that provides service between Athens, Vermont Knolls, Los Angeles, West Lake, and City of Hollywood. Within the study area, the line travels along Vermont Avenue. This service provides an approximate frequency of six minutes in the weekday peak periods.

[278] Katz Okitsu & Associates. *Traffic Impact Study—LAUSD South Los Angeles Area New High School #3*. October 2007.

- **Metro Line 754** operates as a regional north/south Metro Rapid bus route that provides service between Athens, Vermont Knolls, Los Angeles, West Lake, and City of Hollywood. Within the study area, the line travels along Vermont Avenue. This service provides an approximate frequency of 4-8 minutes in the weekday peak periods.
- **Metro Line 108** operates as a local east/west bus route that provides service between Marina Del Rey and Pico Rivera via Slauson Avenue through the cities of Hyde Park, Culver City, Los Angeles, Maywood and City of Commerce. The line travels along Slauson Avenue within the study area. This service provides an approximate frequency of 10 to 20 minutes in the weekday peak periods.
- **Metro Line 358** operates as a limited stop service bus route that provides service between Marina Del Rey and Pico Rivera via Slauson Avenue through the cities of Hyde Park, Culver City, Los Angeles, Maywood and City of Commerce. The line travels along Slauson Avenue within the study area. This service provides an approximate frequency of 10 to 20 minutes in the weekday peak periods.
- **Metro Line 110** operates as a local east/west bus route that provides service to the study area on its route between Playa Vista, Culver City, Inglewood, Hyde Park, Los Angeles, Florence, Bell, and Bell Gardens. Service is provides every day of the week, including holidays along Gage Avenue. This service provides an approximate frequency of 10 to 20 minutes in the weekday peak periods.

LADOT Bus Line

- **DASH—Southeast (Pueblo Del Rio)** operates as a local bus route that provides service within south Los Angeles. The line travels along Vermont Avenue and Slauson Avenue within the study area. This service provides an approximate frequency of 20 minutes in the weekday peak periods.
- **DASH—Chesterfield Square** operates as a local bus route that provides service within south Los Angeles. The line travels along 54th Street, Vermont Avenue, Slauson Avenue and Hoover Street within the study area. This service provides an approximate frequency of 20 minutes in the weekday peak periods.
- **DASH—Vermont/Main** operates as a local bus route that provides service within south Los Angeles. The line travels along Vermont Avenue, Slauson Avenue, Hoover Street, and Gage Avenue within the study area. This service provides an approximate frequency of 20 minutes in the weekday peak periods.

Existing Traffic Conditions

The efficiency of traffic operations at a location is measured in terms of level of service (LOS), which is a description of traffic performance at intersections. The LOS concept is a measure of average operating conditions at intersections during an hour. It is based on volume-to-capacity (V/C) ratio with the ability to carry (the capacity) compared to the level of traffic during the peak hours (volume). Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. Intersections with vehicular volumes that are at or near capacity experience greater congestion and longer vehicle delays. Table 3G-1 (Level of Service Interpretation) describes the level of service concept and the operating conditions expected under each level of service for signalized intersections.[279]

[279] Katz Okitsu & Associates. *Traffic Impact Study—LAUSD South Los Angeles Area New High School #3*. October 2007.

Figure 3G-2 Area Transit Lines
Page 1—8.5 x 11 Color

Page 2—8.5 x 11 Color

Table 3G-1 Level of Service Interpretation

Level of Service	*Description*	*Signalized Intersection Volume to Capacity Ratio (ICU/CMA)*	*Stop-Controlled Intersection Delay (seconds per vehicle)*
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000-0.600	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601-0.700	>10 and ≤ 15
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701-0.800	>15 and ≤ 25
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	0.801-0.900	>25 and ≤ 35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901-1.000	>35 and ≤ 50
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000	> 50

SOURCE: Transportation Research Board, *Highway Capacity Manual*, Special Report 209, 1997.

Eight locations were defined as study intersections by KOA in consultation with LADOT staff. Five of the eight study intersections are controlled by traffic signals.[280] The remaining three locations are stop-controlled intersections. The locations of the study intersections and study roadway segments are illustrated within Figure 3G-1. The following is the list of the study locations:

- Vermont Avenue and Slauson Avenue
- Menlo Avenue and Slauson Avenue (Stop-controlled intersection)
- Hoover Street and Slauson Avenue
- Vermont Avenue and 60th Street (Stop-controlled intersection)
- Menlo Avenue and 60th Street (Stop-controlled intersection)
- Hoover Street and 60th Street
- Vermont Avenue and Gage Avenue
- Hoover Street and Gage Avenue

In addition, the following roadway segments are included in the analysis:

- 60th Street, between Menlo Avenue and Vermont Avenue
- 60th Street, between Menlo Avenue and Hoover Street
- Menlo Avenue, between 58th Place and 59th Street
- 58th Place, between Menlo Avenue and Hoover Street

[280] Katz Okitsu & Associates. *Traffic Impact Study—LAUSD South Los Angeles Area New High School #3*. October 2007.

- 59th Street, between Menlo Avenue and Hoover Street
- 59th Place, between Menlo Avenue and Hoover Street

Traffic count information for existing conditions was obtained from recent manual traffic volume counts conducted by KOA in accordance with the Memorandum of Cooperation (MOC) between LAUSD and LADOT.[281] In order to define existing traffic conditions at the study intersections, peak hour turning movement counts were collected at the study intersections on a weekday during the hours of 6:30 A.M. to 8:30 A.M. and 4:00 P.M. to 6:00 P.M. Turn movement counts were conducted at the study intersections on Thursday, April 5, 2007. The results of these counts were utilized to determine existing weekday peak-period conditions. In addition, 24-hour roadway segment machine counts were compiled for the study roadway segments on the same day.

Using the traffic counts taken at the study area intersections (existing 2007 conditions) and a V/C ratio, the corresponding LOS was determined for all of the study area intersections for the morning and afternoon peak hours. Table 3G-2 provides the V/C ratios and LOS values for each study intersection, for existing 2007 conditions. Table 3G-2 indicates that all eight of the study intersections operate at LOS values of D or better under existing 2007 conditions, during both peak hours. The existing year 2007 morning and afternoon peak-hour turn movement volumes at the study intersections are provided in Figures 3G-3 (Existing—A.M. Peak Hour Volumes) and 3G-4 (Existing—P.M. Peak Hour Volumes), respectively. Figure 3G-5 (Existing Intersection Geometry) illustrates the existing study intersection lane configurations and signal controls for the eight study intersections.

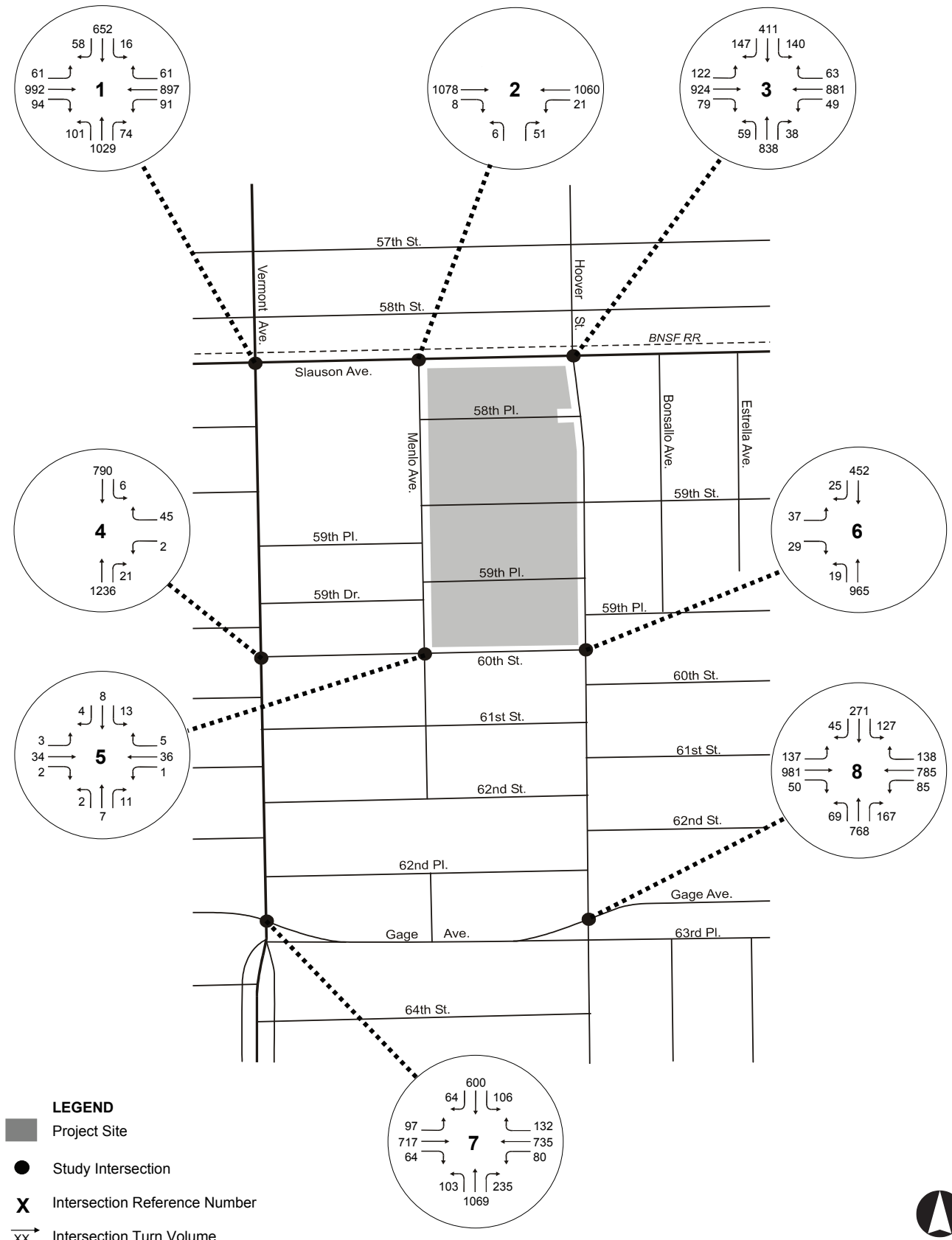
Table 3G-2 Summary of Intersection Performance Existing (2007) Conditions (A.M. and P.M. Peak Hour)

	Weekday A.M. Peak		*Weekday P.M. Peak*	
Intersection Location	***V/C or Delay***	***LOS***	***V/C or Delay***	***LOS***
Vermont Avenue and Slauson Avenue	0.745	C	0.811	D
Menlo Avenue and Slauson Avenue*	0.518	A	0.666	B
Hoover Street and Slauson Avenue	0.781	C	0.856	D
Vermont Avenue and 60th Street*	0.568	A	0.458	A
Menlo Avenue and 60th Street*	0.065	A	0.105	A
Hoover Street and 60th Street	0.379	A	0.350	A
Vermont Avenue and Gage Street	0.781	C	0.741	C
Hoover Street and Gage Street	0.826	D	0.762	C

SOURCE Katz Okitsu & Associates, Traffic Impact Study—LAUSD South Los Angeles Area New High School #3. October 2007.

* Unsignalized intersection.

[281] Memorandum of Cooperation Between Los Angeles Unified School District (LAUSD) and City of Los Angeles Department of Transportation (LADOT), Traffic Studies, Phases II & III New School Construction Program, June 24, 2005.



***Source*:** Katz, Okitsu & Associates, 2007.

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FIGURE **3G-3**

Existing—A.M. Peak Hour Volumes

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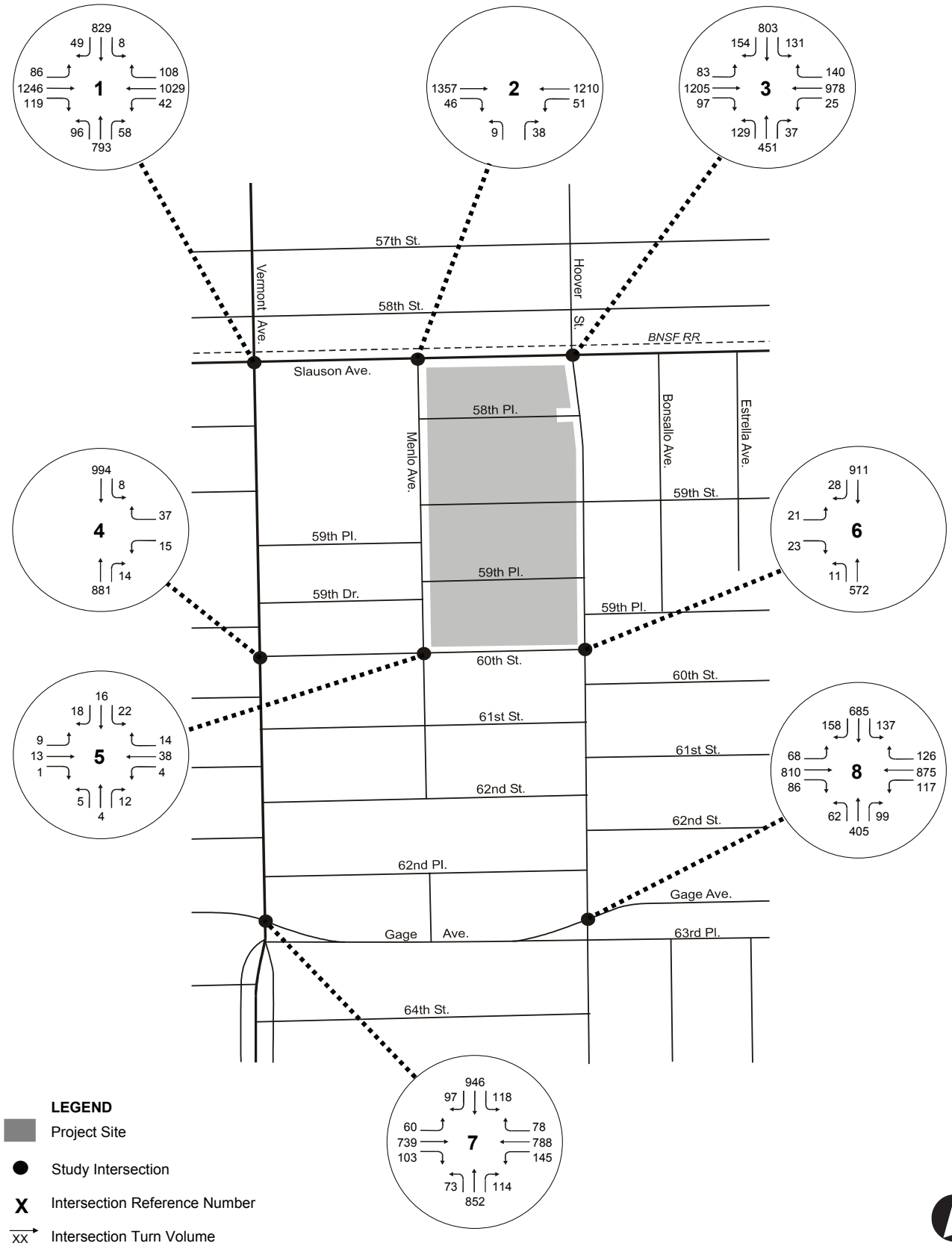

LEGEND

- Project Site
- Study Intersection
- X — Intersection Reference Number
- XX → — Intersection Turn Volume

NORTH
NOT TO SCALE

***Source*:** Katz, Okitsu & Associates, 2007.

FIGURE **3G-4**

Existing—P.M. Peak Hour Volumes

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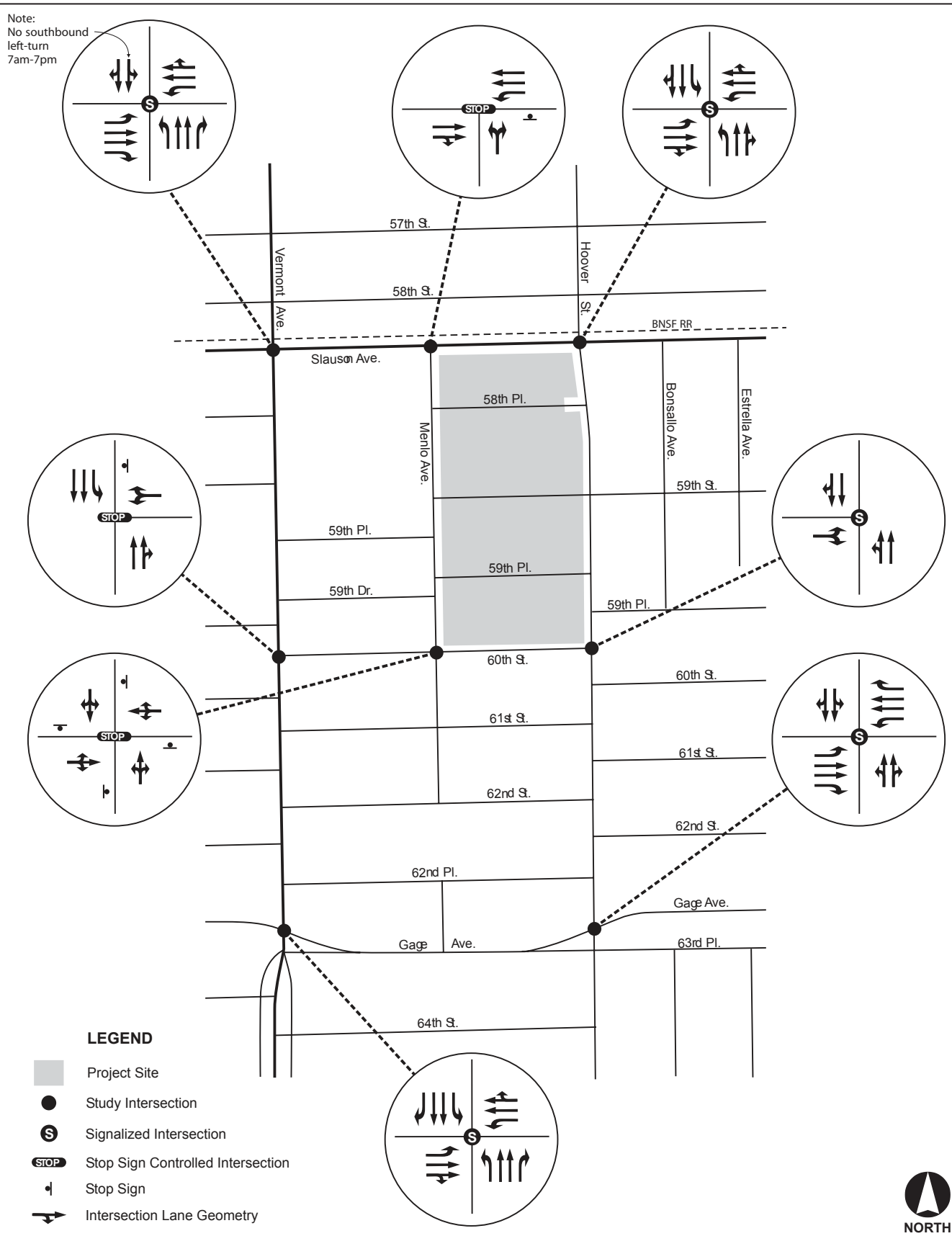

***Source*:** Katz, Okitsu & Associates, 2007.

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FIGURE **3G-5**
Existing Intersection Geometry

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3G.3 APPLICABLE REGULATIONS

State

California Department of Transportation

The California Vehicle Code establishes height, weight, length, and width restrictions for vehicles and their loads.[282] Vehicles or loads that exceed these limitations are considered oversized and require a special permit to operate on the State highway system. The code authorizes the California Department of Transportation (Caltrans) to issue special permits for the movement of these oversized vehicles along specified routes on the State highway system. The code authorizes county and city governments, such as Los Angeles, to issue special permits for movement of oversized vehicles through their jurisdictions.

Local

Los Angeles Department of Transportation

The Proposed Project is located in the City of Los Angeles; hence, LADOT standards were utilized. Specifically, LADOT's Traffic Study Policies and Procedure document was deemed applicable. Furthermore, the analysis and conclusion of the traffic study were prepared in accordance with the approved MOC developed between LADOT and LAUSD in June 2005.[283]

Los Angeles County Metropolitan Transportation Authority

New projects within Los Angeles County must also comply with its Congestion Management Program (CMP), which was adopted by the MTA in November 1995 pursuant to state law.[284] The CMP involves monitoring traffic conditions and performance measures on the designated transportation network, analysis of the impact of land use decisions on the transportation network, and mitigation to reduce impacts of the network.

Appendix D of the CMP includes Transportation Impact Assessment (TIA) guidelines. The TIA guidelines require analysis at monitored street intersections and segments, including freeway on- or off-ramp intersections, at which a project is expected to add 50 or more peak hour vehicle trips; and mainline freeway or ramp monitoring locations where the project will add 150 or more peak hour trips. If a project does not add, but merely shifts trips at a given monitoring location, a CMP analysis is not required.

[282] California Department of Transportation (Caltrans), Streets and Highways Code.
[283] Katz Okitsu & Associates. *Traffic Impact Study—LAUSD South Los Angeles Area New High School #3*. October 2007.
[284] LACMTA. Congestion Management Program. 1995.

3G.4 IMPACTS AND MITIGATION

Methodology

The analysis of traffic impacts, including parking, was conducted in accordance with the aforementioned MOC developed between LAUSD and LADOT.[285] The MOC was developed jointly by staff of LAUSD and LADOT to facilitate the review and approval of site plans and environmental documents for new schools in the City of Los Angeles.

Traffic impacts are identified if the proposed development would result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic would cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below the poorest acceptable level and project traffic would cause a further decline below an established threshold.

LADOT has specific thresholds for project-related increases in the V/C ratio of study intersections, shown in Table 3G-3 (LADOT Thresholds). It should be noted that the City of Los Angeles does not have significant impact criteria for stop-controlled intersections. For this study, significant impacts at the unsignalized study intersections were defined by changes in LOS to D or worse due to project-related traffic, as well as the results of peak-hour signal warrant analyses.

Table 3G-3 LADOT Thresholds

Level of Service	*Final V/C**	*Project Related v/c increase*
C	< 0.70–0.80	Equal to or greater than 0.040
D	< 0.80–0.90	Equal to or greater than 0.020
E and F	0.90 or more	Equal to or greater than 0.010

SOURCE: LADOT

Final V/C is the V/C ratio at an intersection, considering impacts from the Proposed Project, ambient and related project growth, and without proposed traffic impact mitigations.

In addition to analyzing key intersections within the study area, six residential street segments were included in this analysis. Similar to the intersection analysis, the existing average daily traffic (ADT) at each study segment was adjusted to include the ambient growth and any area/related project traffic estimated on the residential roadway segments. Project-related traffic was then added to these study roadway segments, to provide the analysis of post-project conditions. The analysis of pre-project and post-project volumes determines whether the Proposed Project would negatively affect operations on these local two-lane roadways. LADOT has thresholds for project-related increases in the ADT on study roadway segments. As shown in Table 3G-4 the following increases in ADT would be considered "significant" impacts.

[285] Los Angeles Unified School District (LAUSD), Office of Environmental Health & Safety (OEHS), Letter to Armen D. Hovanessian, P.E., Senior Transportation Engineer, City of Los Angeles, Department of Transportation, Bureau of Transportation Planning and Development, *Memorandum of Cooperation, Traffic Studies, Phases II & III New School Construction Program*, June 24, 2005.

Table 3G-4 LADOT Average Daily Traffic (ADT) Thresholds

ADT with Project	*Maximum Project Related Increase in ADT*
0 to 999	16%
1,000 or more	12%
2,000 or more	10%
3,000 or more	8%

SOURCE: LADOT
Final V/C is the V/C ratio at an intersection, considering impacts from the Proposed Project, ambient and related project growth, and without proposed traffic impact mitigations.

Criteria for Determining Significance

During the Initial Study process, it was determined that the Proposed Project would have either no impact or a less than significant impact for three of the seven CEQA criteria for determining significant impacts to transportation and traffic. The remaining three CEQA criteria for determining the significance of traffic-related impacts (identified below) were analyzed as part of the Final EIR. It should be noted that remaining criteria (vehicular and pedestrian safety hazards) are analyzed in Subchapter 3H (Pedestrian Safety) due to the pertinence to that issue area. Therefore, the Proposed Project would result in a significant adverse impact relating to transportation/traffic if it would:

- 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 capacity ratio on roads, or congestion at intersections).
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.
- Result in inadequate parking capacity

Project Impacts

Impact 3.G-1 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 capacity ratio on roads, or congestion at intersections).

The addition of project-related traffic to the surrounding area would increase the amount of traffic on the local street network. Furthermore, the project-related traffic would impact LOS thresholds established by the Los Angeles County Congestion Management Agency, the City of Los Angeles, and LAUSD. To evaluate the level of impact of the Proposed Project on local traffic conditions, the trip generation rates stipulated in the MOC were used to estimate the number of trips generated by the proposed land use, a high school with 2,025 students.[286]

The proposed vehicle access points to the Proposed Project site includes a parent/bus pick-up and drop-off zone to be provided along a curb-cut on 60th Street and surface parking to be accessed via an ingress/egress driveway at the remaining easterly stub of 58th Place (to remain after partial roadway vacation). An additional staff/faculty egress driveway would be provided directly onto Hoover Street.

[286] LAUSD, Memorandum of Cooperation between Los Angeles Unified School District (LAUSD) and City of Los Angeles Department of Transportation (LADOT), dated June 26, 2005.

To evaluate the potential impacts of the Proposed Project on local traffic conditions, a forecast of future traffic volumes in the study area under conditions without the Proposed Project was developed. This provided a basis against which to measure the Proposed Project's traffic impacts.

Future No Project Condition

The anticipated build-out year of the Proposed Project is 2012. The projection of "Future Without Project Conditions" consists of existing traffic plus ambient traffic growth (general background regional growth) plus cumulative traffic increases generated by specific related projects expected to be completed by 2012. The following describes the two growth components.

Ambient Traffic Growth

Ambient traffic growth is the traffic growth that would occur in the study area due to general employment growth, housing growth, and growth in the regional area through trips in Southern California. Even if there were no change in housing or employment in the City of Los Angeles, there would be some background (ambient) traffic growth in the region. A 1 percent per year growth rate was assumed as a conservative estimate of traffic increase in the study area. This factor is based on consultation with LADOT staff and the MOU. Existing 2007 traffic volumes were increased by a growth factor rate of 1 percent to account for regional traffic growth.[287]

Cumulative Project Traffic Growth

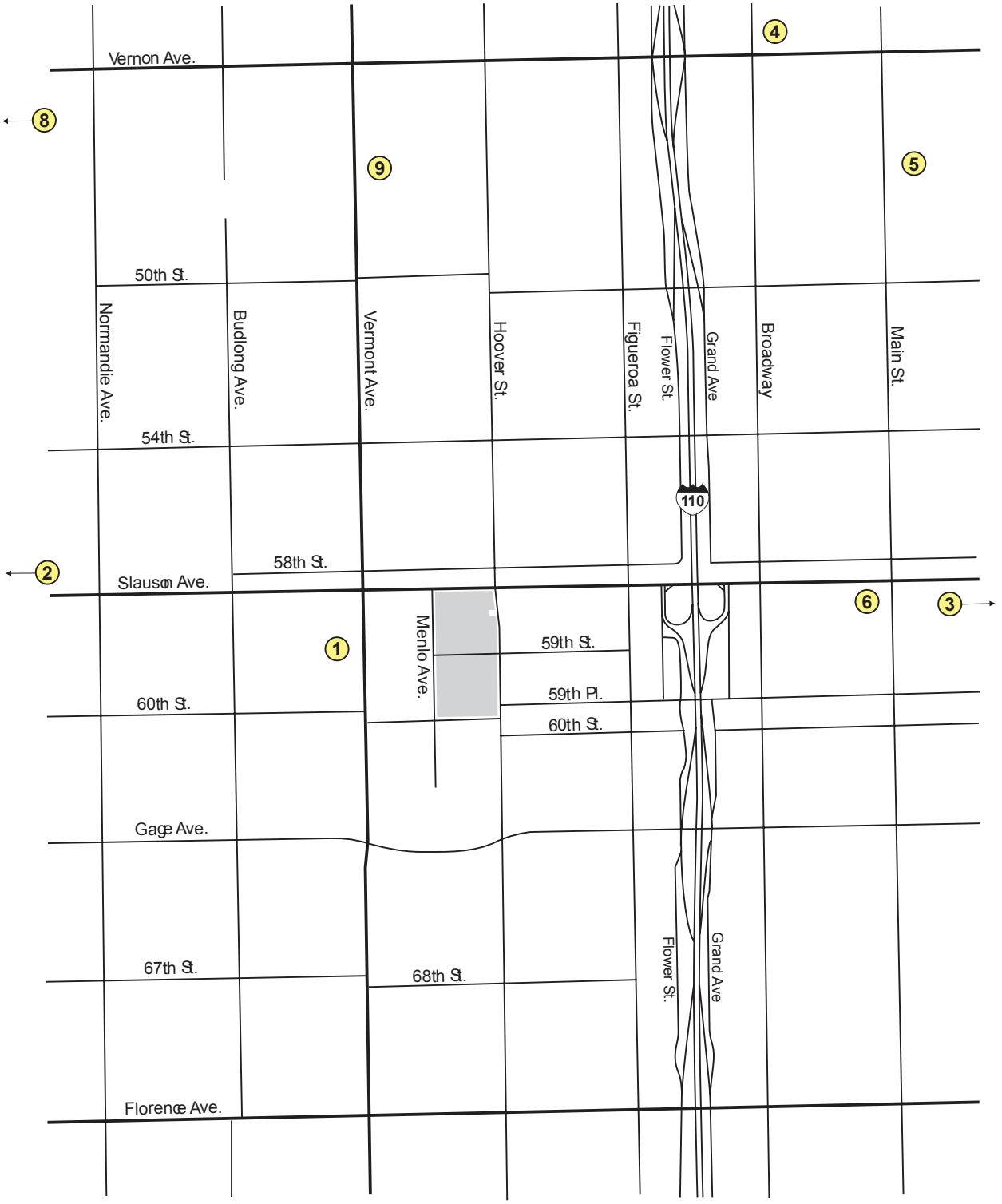
An area of influence, defined by an approximate 1.5-mile radius from the Proposed Project site, was utilized in order to capture specific locations of other approved and pending projects. Based on a review of the most recent update to the LADOT-related project database, a list of area/related projects was compiled. These projects were considered to potentially contribute measurable traffic volumes to the study area during the future analysis period, and are included in the analysis of the Year 2012 No-Project conditions. According to LADOT, there are eight related projects which may affect traffic circulation within the study area. These eight projects are listed in Table 3G-5 (Related Projects) and the locations of these projects are shown on Figure 3G-6 (Locations of Related Projects).

Table 3G-5 Related Projects

Name	*Location*	*Size*
1. Fast Food Restaurant	5837 S. Vermont Avenue	3.70 thousand square feet (ksf)
2. Pizza Hut Restaurant	1851 Slauson Avenue	1.68
3. Los Angeles County Office Park	E Slauson Avenue & S. Los Angeles Street	447.50 ksf
4. Fast Food Restaurant w/ drive thru	4380 S. Broadway	2.54 ksf
5. LAUSD—CRES #16	E 57th St/S Main St	675 students
6. LAUSD—SRES #6	Slauson Ave/Main St	950 students
7. Private School Expansion	5506 S Vermont Ave	13.70 ksf
8. LAUSD—SRMS #6	46th St/St Andrews Pl	1,404 students

SOURCE: Katz, Okitsu & Associates. *Traffic Study for Los Angeles Unified School District—South Los Angeles Area New High School #3*. October 2007.

[287] Katz Okitsu & Associates. *Traffic Impact Study—LAUSD South Los Angeles Area New High School #3*. October 2007.



LEGEND

Project Site

(X) Related Project and Reference Number

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***Source*:** Katz, Okitsu & Associates, 2007.

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FIGURE **3G-6**
Locations of Related Projects

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Based on forecast parameters discussed previously, the area projects are expected to generate 12,492 daily trips, with 2,088 of these trips generated within the A.M. peak hour and 1,396 trips generated within the P.M. peak hour. Figure 3G-7 (Future Plus Area Projects—A.M. Peak Hour Volumes) illustrates the future (Year 2012) A.M. peak hour traffic volumes without the Proposed Project at the eight study intersections. Figure 3G-8 (Future Plus Area Projects—P.M. Peak Hour Volumes) illustrates the future (Year 2012) P.M. peak hour traffic volumes without the Proposed Project at the eight study intersections.

With the addition of annual ambient growth and trips from planned area projects, seven of the eight study intersections are projected to continue to operate at LOS D or better during both A.M. and P.M. peak hours. The intersection of Hoover Street and Slauson Avenue is projected to worsen from LOS D to LOS E during the P.M. peak hour.

Table 3G-6 compares the existing 2007 A.M. peak hour level of service in the study area with Future 2012 traffic conditions.

Table 3G-6 Existing and Future No Project LOS Conditions (A.M. Peak Hour)

*Intersection Location **	*Existing Weekday A.M. Peak*		*Future Weekday A.M. Peak (Without Project)*	
	V/C or Delay	*LOS*	*V/C or Delay*	*LOS*
Vermont Avenue and Slauson Avenue	0.745	C	0.838	D
Menlo Avenue and Slauson Avenue*	0.518	A	0.588	A
Hoover Street and Slauson Avenue	0.781	C	0.849	D
Vermont Avenue and 60th Street*	0.568	A	0.610	B
Menlo Avenue and 60th Street*	0.065	A	0.068	A
Hoover Street and 60th Street	0.379	A	0.398	A
Vermont Avenue and Gage Street	0.781	C	0.835	D
Hoover Street and Gage Street	0.826	D	0.870	D

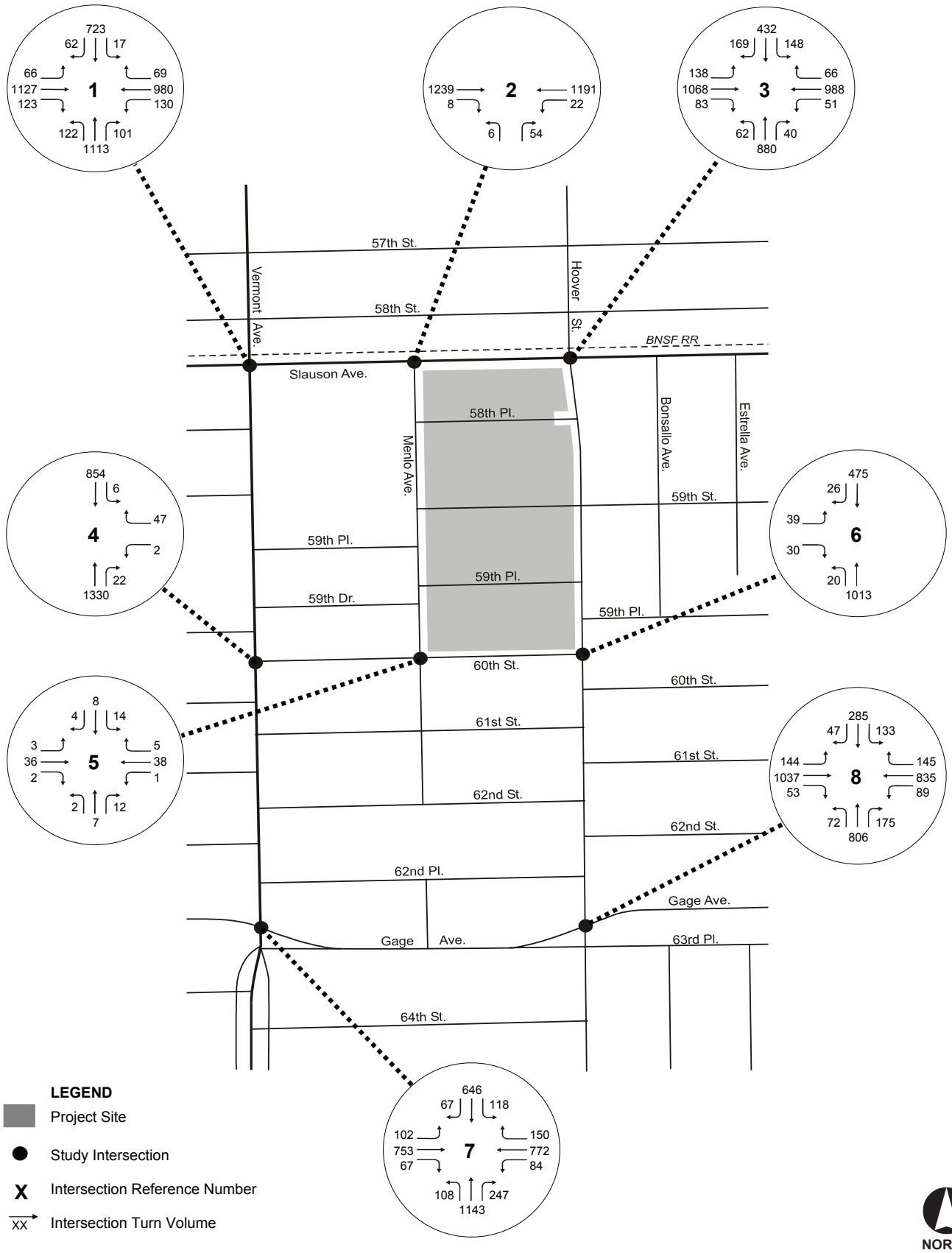
SOURCE Katz Okitsu & Associates, Traffic Impact Study – LAUSD South Los Angeles Area New High School #3. October 2007.

* Unsignalized intersection.

Table 3G-7 compares the existing 2007 P.M. peak hour level of service in the study area with Future 2012 traffic conditions.

Forecast Trip Distribution of the Project

Trip distribution is one of the most important elements in a traffic impact analysis. The trip distribution assumptions are used to determine the origin and destination of the new vehicle trips that are forecast due to the Proposed Project. Figure 3G-9 (Project Trip Distribution—Inbound) and Figure 3G-10 (Project Trip Distribution—Outbound) show the project trip distribution pattern. Based on LAUSD demographics and planning, this distribution pattern was determined to best approximate the expected student pattern.



LEGEND

- Project Site
- Study Intersection
- X — Intersection Reference Number
- XX — Intersection Turn Volume

NORTH
NOT TO SCALE

***Source*:** Katz, Okitsu & Associates, 2007.

FIGURE **3G-7**

Future Plus Area Projects—A.M. Peak Hour Volumes

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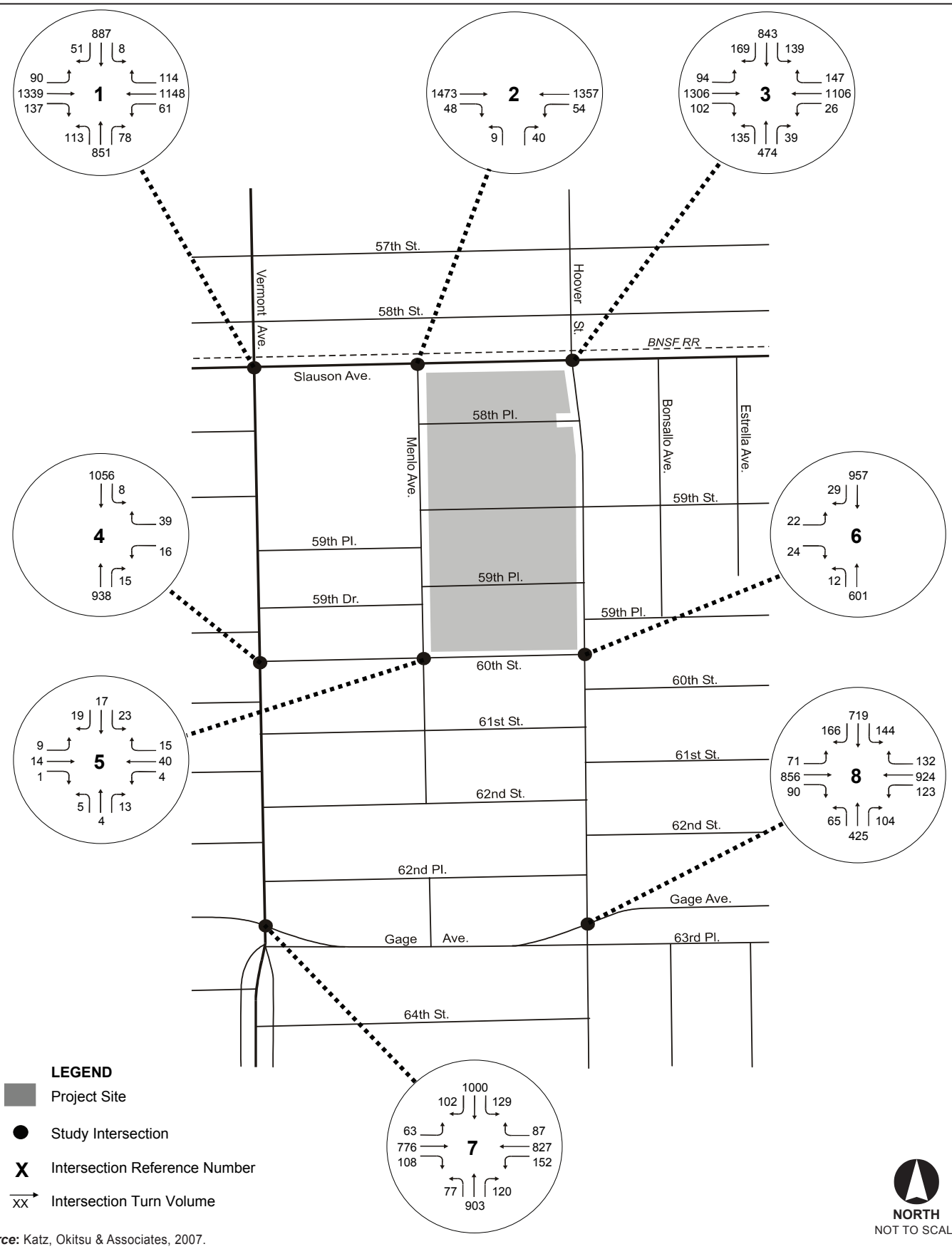

***Source*:** Katz, Okitsu & Associates, 2007.

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FIGURE **3G-8**

Future Plus Area Projects—P.M. Peak Hour Volumes

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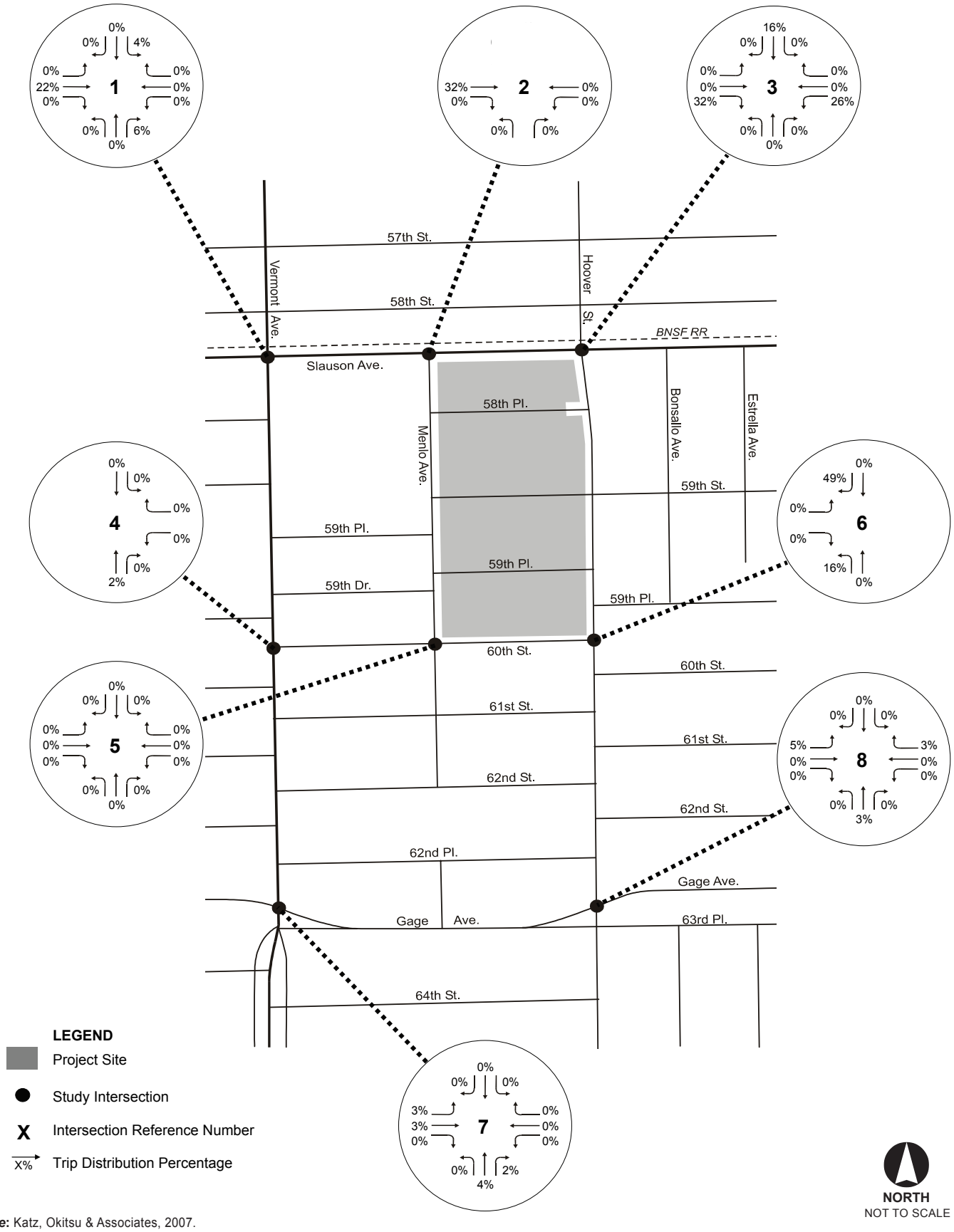

***Source*:** Katz, Okitsu & Associates, 2007.

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FIGURE **3G-9**
Project Trip Distribution — Inbound

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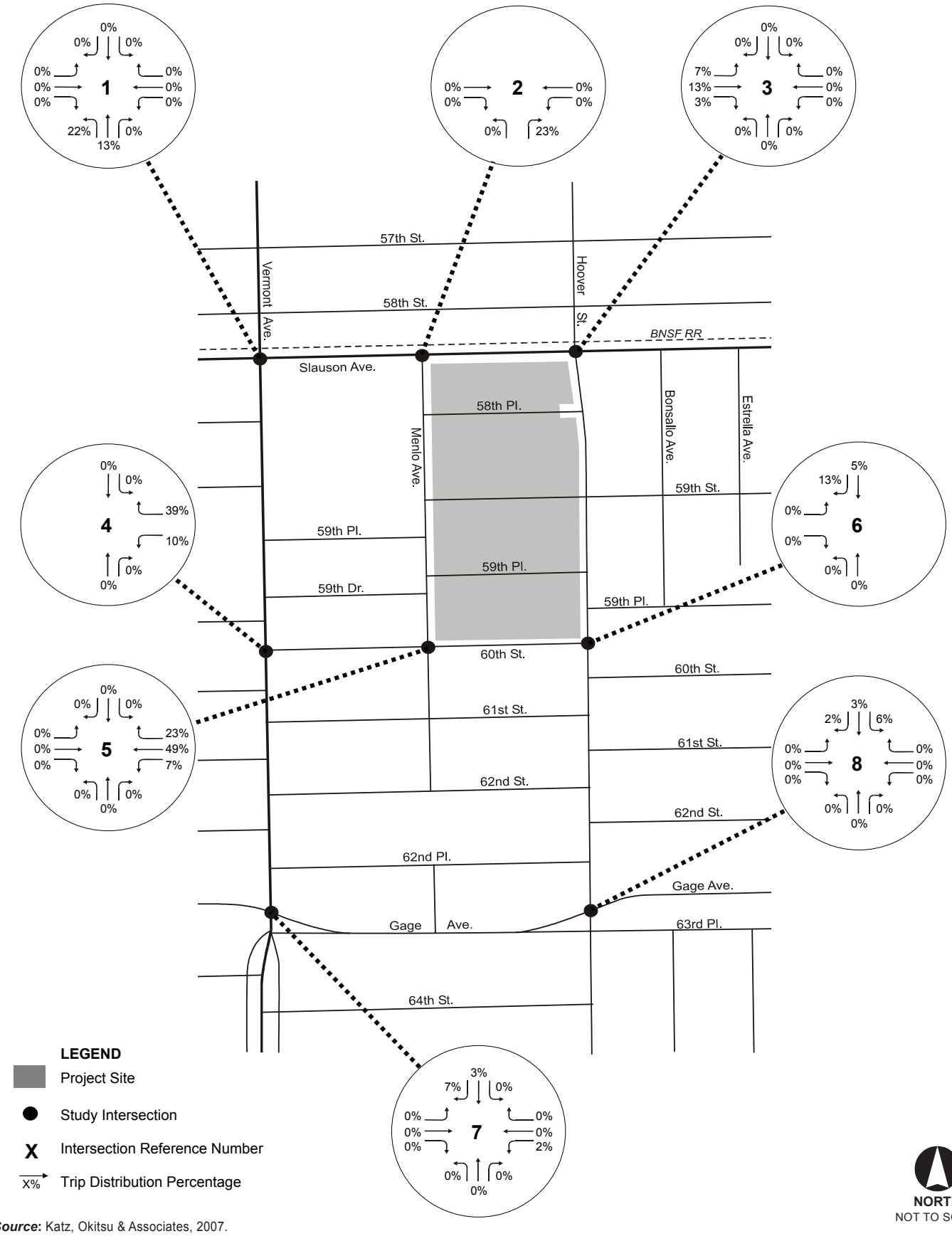

***Source*:** Katz, Okitsu & Associates, 2007.

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FIGURE **3G-10**
Project Trip Distribution — Outbound

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Table 3G-7 Existing and Future No Project LOS Conditions (P.M. Peak Hour)

Intersection Location *	Existing Weekday P.M. Peak		Future Weekday P.M. Peak (Without Project)	
	V/C or Delay	LOS	V/C or Delay	LOS
Vermont Avenue and Slauson Avenue	0.811	D	0.887	D
Menlo Avenue and Slauson Avenue*	0.666	B	0.720	C
Hoover Street and Slauson Avenue	0.856	D	0.914	E
Vermont Avenue and 60th Street*	0.458	A	0.485	A
Menlo Avenue and 60th Street*	0.105	A	0.110	A
Hoover Street and 60th Street	0.350	A	0.367	A
Vermont Avenue and Gage Street	0.741	C	0.783	C
Hoover Street and Gage Street	0.762	C	0.801	D

SOURCE Katz Okitsu & Associates, Traffic Impact Study—LAUSD South Los Angeles Area New High School #3. October 2007.

* Unsignalized intersection.

Forecast Trip Generation of the Project

The first step in analyzing 2012 traffic conditions with the Proposed Project is to predict the trip generation associated with the Proposed Project per LADOT guidelines.[288] The Proposed Project itself would add vehicular trips to the existing roadway system. The peak hour rates used for this analysis, based on the MOC (A.M. peak hour) and the ITE trip generation manual (P.M. peak hour), are provided in Table 3G-8.[289] Table 3G-9 identifies the projected P.M. peak hour volumes that would occur as a result of operation of the proposed high school and stadium on Fridays. Based on the proposed 2,025 student seats, the proposed high school would generate approximately 721 A.M. peak-hour trips and 427 P.M. peak-hour trips.

Table 3G-8 summarizes the project trip generation rates that were utilized for the standard A.M. and P.M. peak period analyses, and the trip generation calculated from these rates. In addition, trip generation totals for the existing land use within the Proposed Project site were utilized for trip credits. A total of 68 and 98 trips are estimated to be generated by the existing uses during the A.M. and P.M. peak hours, respectively. Since the existing uses on the proposed site were still in operation when the traffic counts were taken, these would have been included in the existing traffic counts collected for this analysis and were therefore subtracted from the net totals. As indicated within the bottom row of Table 3G-8, the estimated net trip generation of the Proposed Project is 721 A.M. peak-hour trips (407 inbound and 314 outbound) and 427 P.M. peak-hour trips (301 inbound and 126 outbound).

In terms of potential impacts due to the sports stadium, a trip generation analysis was conducted based on estimated activity from the sports stadium on a Friday evening when varsity football games would be played. Assumptions from previous LAUSD studies (i.e., South Region High School No. 2) for trip generation based on the planned seating capacity of the stadium were utilized to estimate the number of peak period Proposed Project stadium trips. These maximum-use assumptions included 100 percent capacity of spectator seats, 85 percent of spectators arriving and departing via automobiles, and average

[288] City of Los Angeles, Department of Transportation (LADOT), 2003. *Traffic Study Policies and Procedures*, Revised August.
[289] Institute of Transportation Engineers (ITE), *Trip Generation Manual* (*7th Edition)*. 2003.

vehicle occupancy of three persons per vehicle. This is a worst-case analysis. On-site staff members, vendors, and other game-related personnel were assumed to total 40 persons, with each person arriving in a single-occupant vehicle. The estimated staffing level at the stadium is based on LAUSD's planned operation of the stadium and staffing demands at similar facilities during varsity football games. The Proposed Project's adult education program would operate on weekdays from Monday through Thursday. Therefore, afternoon peak trip generation of the adult education program was excluded from this Friday evening period analysis.

Table 3G-8 Project Trip Generation—A.M. and P.M. Peak

Land Use	*Intensity*	*Units*	*Weekday A.M. Total*	*Weekday A.M. In*	*Weekday A.M. Out*	*Weekday P.M. Total*	*Weekday P.M. In*	*Weekday P.M. Out*
Trip Generation Rates								
High School*	—	Student	0.39	0.21	0.18	0.14	0.07	0.07
Adult School**	—	Student	No A.M. Operation			1 car per student, 45.5% driving		
	—	Staff	No A.M. Operation			1 car per staff, 100% driving		
Single-Family Residential	—	1,000 sq. ft.	0.75	0.19	0.56	1.01	0.64	0.37
Multi-Family Residential	—	1,000 sq. ft.	0.51	0.10	0.41	0.62	0.40	0.22
Commercial Retail	—	1,000 sq. ft.	No A.M. Operation			2.71	1.19	1.52
Light Industrial	—	1,000 sq. ft.	0.92	0.81	0.11	0.98	0.12	0.86
Existing Uses (Trip Credits)								
Single-Family Residential	31	Units	-23	-6	-17	-31	-20	-12
Multi-Family Residential	81	Units	-41	-8	-33	-50	-33	-18
Commercial Retail	4.552	1,000 sq. ft.	0	0	0	-12	-5	-7
Light Industrial	4.730	1,000 sq. ft.	-4	-4	-1	-5	-1	-4
Forecast Trip Generation								
High School	2,025	Students	790	425	365	284	133	150
Adult School***	450	Students	0	0	0	227	211	16
	15	Staff	0	0	0	15	15	0
		Total Trip Generation	***721***	***407***	***314***	***427***	***301***	***126***

SOURCES: Katz Okitsu & Associates, Traffic Impact Study – LAUSD South Los Angeles Area New High School #3. October 2007. Los Angeles Unified School District (LAUSD), Office of Environmental Health & Safety (OEHS), Letter to Armen D. Hovanessian, P.E., Senior Transportation Engineer, City of Los Angeles, Department of Transportation, Bureau of Transportation Planning and Development, draft *Memorandum of Cooperation, Traffic Studies, Phases II & III New School Construction Program*, November 10, 2004.

* A.M. rates for high school taken from MOC, City of Los Angeles/LAUSD, June 2005; P.M. rates for high school taken from ITE Trip Generation Manual, 7th Ed. Student rates for the high school use provide total trips for students, staff, visitors, and other trips.

** The adult school would only operate during the P.M. peak hour. Rates taken from survey results of Parking Demand Study at LAUSD Skills Center, conducted by Walter Parking Consultants, May 2004. Ratios of driving students and staff taken from study. Student out rate determined by "drop-off" category of survey—drop-off vehicles would depart the site during the same peak hour. Visitor trips were assumed to be equivalent to Skills Center facility.

*** For purposes of P.M. peak hour trip generation for adult school staff, 15 staff members were assumed to be traveling to the site in the P.M. peak hour. Support staff would arrive before the peak hour and are therefore not included in this total.

The trip generation estimates summarized in Table 3G-9 indicate that the Proposed Project would generate 635 P.M. peak-hour trips (525 inbound and 110 outbound) during maximum use of the stadium on a Friday evening.

Table 3G-9 Project Trip Generation—Friday P.M. Peak

Land Use	*Intensity*	*Units*	*Weekday P.M. Total*	*Weekday P.M. In*	*Weekday P.M. Out*
Trip Generation Rates					
High School*	—	Student	0.14	0.07	0.07
Football Stadium**	—	Spectators	85% driving, three per car		
	—	Staff	1 car per staff, 100% driving		
Single-Family Residential	—	1,000 sq. ft.	1.01	0.64	0.37
Multi-Family Residential	—	1,000 sq. ft.	0.62	0.40	0.22
Commercial Retail	—	1,000 sq. ft.	2.71	1.19	1.52
Light Industrial	—	1,000 sq. ft.	0.98	0.12	0.86
Trip Generation Rates—Proposed School Use					
Single-Family Residential	31	Units	-31	-20	-12
Multi-Family Residential	81	Units	-50	-33	-18
Commercial Retail	4.552	1,000 sq. ft.	-12	-5	-7
Light Industrial	4.730	1,000 sq. ft.	-5	-1	-4
Forecast Trip Generation					
High School	2,025	Students	284	133	150
Football Stadium***	1,500	Spectators	425	425	0
	50	Staff	25	25	0
		Total Trip Generation	***635***	***525***	***110***

SOURCES: Katz Okitsu & Associates, Traffic Impact Study—LAUSD South Los Angeles Area New High School #3. October 2007. Los Angeles Unified School District (LAUSD), Office of Environmental Health & Safety (OEHS), Letter to Armen D. Hovanessian, P.E., Senior Transportation Engineer, City of Los Angeles, Department of Transportation, Bureau of Transportation Planning and Development, draft *Memorandum of Cooperation, Traffic Studies, Phases II & III New School Construction Program*, November 10, 2004.

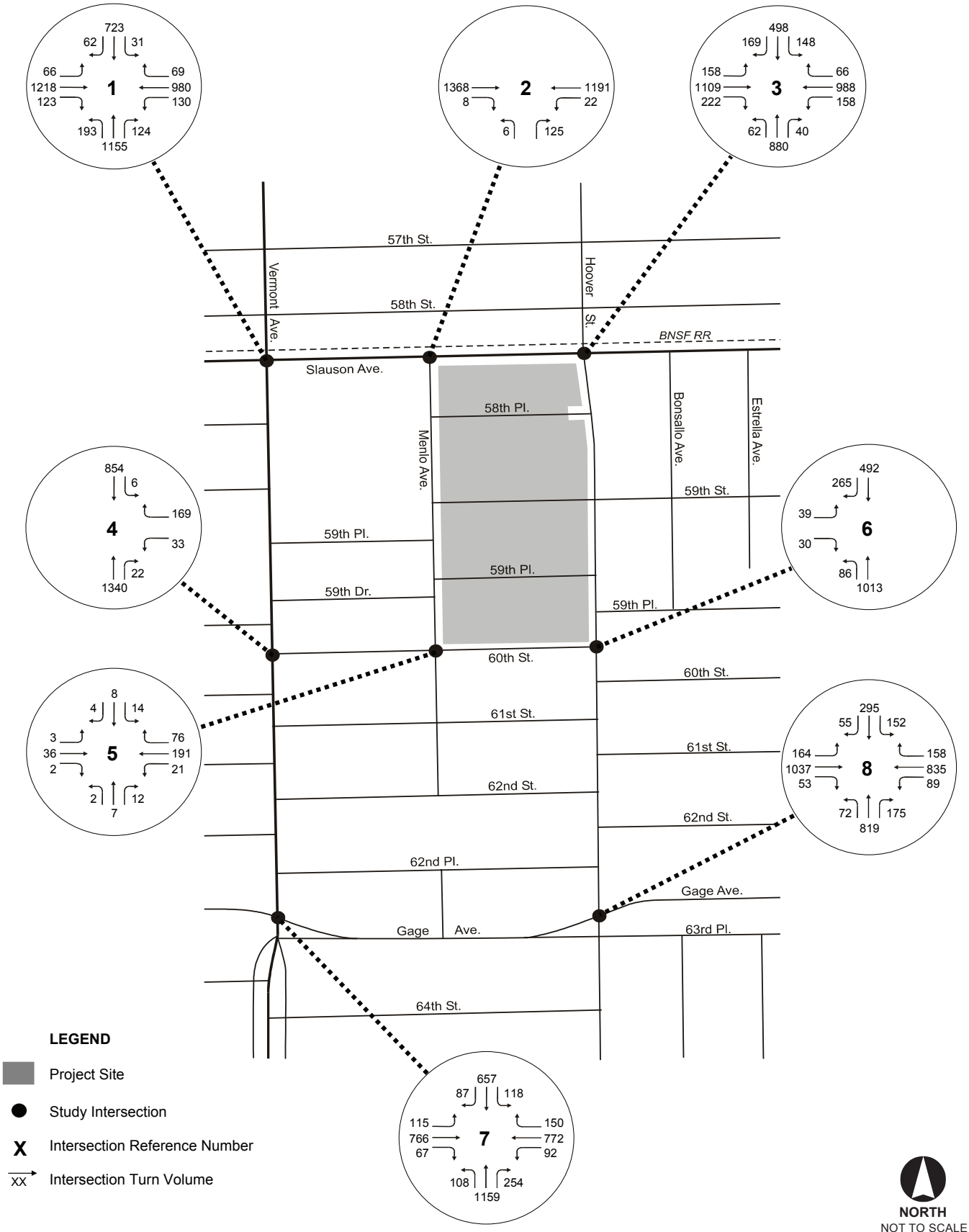
* A.M. rates for high school taken from MOC, City of Los Angeles/LAUSD, June 2005; P.M. rates for high school taken from ITE Trip Generation Manual, 7th Ed. Student rates for the high school use provide total trips for students, staff, visitors, and other trips.

** The worst-case trip generation period for the proposed football stadium would be Friday evenings, when varsity games would take place. The adult education program was excluded from Friday analysis, as it would operate Mondays through Thursdays.

*** For purposes of P.M. peak hour trip generation for the football stadium, it was assumed that 40 staff members & security personnel would be present. This analysis took into account a conservative estimate of the anticipated staff level for the project. It was also assumed that half of this personnel would arrive before the peak hour.

2012 With Project Traffic—A.M. Peak Hour Analysis

Based on the estimated trip generation and distribution assumptions described above, project-related traffic was assigned to the roadway system based on the Proposed Project site's vehicular access points and the availability of local roadways to access the regional highway system. Figure 3G-11 (Future Plus Area Projects Plus Project—A.M. Peak Hour Volumes) shows the estimated future (Year 2012) A.M. peak hour traffic volumes with the Proposed Project at the eight study intersections.



***Source*:** Katz, Okitsu & Associates, 2007.

FIGURE **3G-11**

Future Plus Area Projects Plus Project—A.M. Peak Hour Volumes

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Based on LADOT thresholds of significance (refer to Table 3G-3), and under 2012 conditions, four of the eight intersections would not be significantly impacted by traffic from the Proposed Project.[290] However, as illustrated in Table 3G-10, the Proposed Project would result in significant impacts at the following intersections:

- Vermont Avenue and Slauson Avenue
- Menlo Avenue and Slauson Avenue
- Hoover Street and Slauson Avenue
- Vermont Avenue and 60th Street

Table 3G-10 Future with Project Level of Service Summary—A.M. Peak Hour

	Future No Project		Future with Project		Change	Significant
*Intersection Location**	*V/C or Delay*	*LOS*	*V/C or Delay*	*LOS*	*in V/C*	*Impact?*
Vermont Avenue and Slauson Avenue	0.838	D	0.944	E	0.106	**Yes**
Menlo Avenue and Slauson Avenue*	0.588	A	0.701	C	0.113	**Yes**
Hoover Street and Slauson Avenue	0.849	D	0.955	E	0.106	**Yes**
Vermont Avenue and 60th Street*	0.610	B	0.741	C	0.131	**Yes**
Menlo Avenue and 60th Street*	0.068	A	0.272	A	0.204	No
Hoover Street and 60th Street	0.398	A	0.453	A	0.055	No
Vermont Avenue and Gage Street	0.835	D	0.849	D	0.014	No
Hoover Street and Gage Street	0.870	D	0.887	D	0.017	No

SOURCE: Katz Okitsu & Associates, Traffic Impact Study—LAUSD South Los Angeles Area New High School #3. October 2007.

* Unsignalized intersection. Level of Service (LOS) was calculated on LADOT policy, which allows for the use of the Circular 212 signalized methodology with 20% reduction in lane capacity. This normalizes impacts based on project vehicle trip volumes and not existing congestion

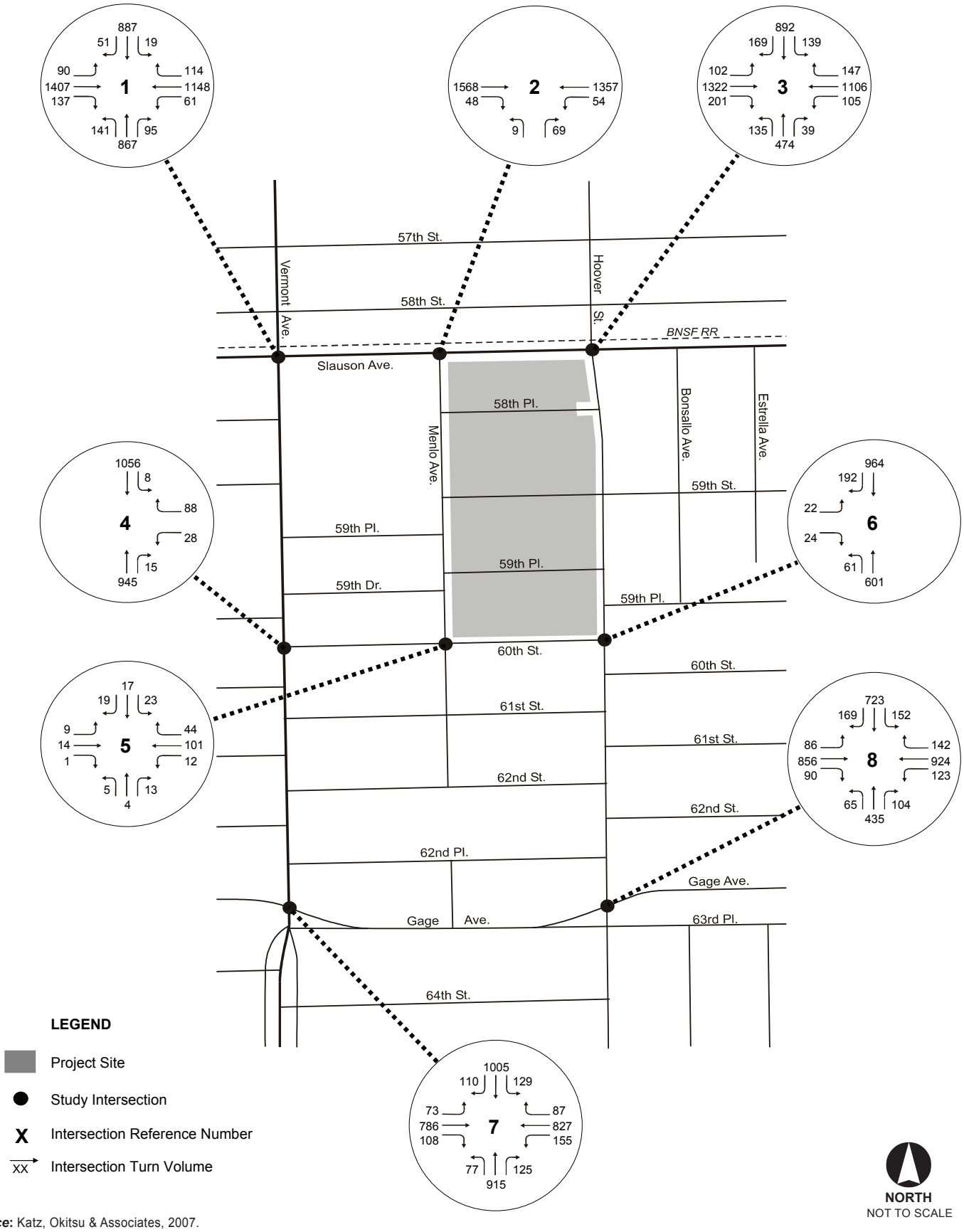
The intersections of Vermont Avenue at Slauson Avenue and Hoover Street at Slauson Avenue would experience a decrease from LOS D to LOS E as a result of the Proposed Project's implementation, which would be considered a significant impact. The intersection of Menlo Avenue at Slauson Avenue would decrease from an LOS A to LOS C, thereby resulting in a potentially significant impact. Additionally, the intersection of Vermont Avenue and 60th Street would exceed the LADOT threshold for a project-related V/C ratio increase.

2012 With Project Traffic—P.M. Peak Hour Analysis

Similarly, during the P.M. peak hour, five of the eight intersections would not be significantly impacted by traffic from the Proposed Project. Figures 3G-12 (Future Plus Area Projects Plus Project—P.M. Peak Hour Volumes) shows the estimated future (Year 2012) P.M. peak hour traffic volumes with the Proposed Project at the eight study intersections. As illustrated in Table 3G-11, the Proposed Project would result in significant impacts at the following intersections:

- Vermont Avenue and Slauson Avenue
- Menlo Avenue and Slauson Avenue
- Hoover Street and Slauson Avenue

[290] City of Los Angeles, Department of Transportation (LADOT), 2003. *Traffic Study Policies and Procedures*, Revised August.



***Source*:** Katz, Okitsu & Associates, 2007.

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FIGURE **3G-12**

Future Plus Area Projects Plus Project— P.M. Peak Hour Volumes

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The intersection of Vermont Avenue at Slauson Avenue would experience a decrease from LOS D to LOS E as a result of implementation of the Proposed Project, which would be considered a significant impact. The intersection of Hoover Street at Slauson Avenue would experience a decrease from LOS E to LOS F as a result of the Proposed Project's implementation, which would be considered a significant impact. Additionally, the intersection of Menlo Avenue at Slauson Avenue would exceed the LADOT threshold for project-related V/C ratio increase.

Table 3G-11 Future with Project Level of Service Summary—P.M. Peak Hour

Intersection Location*	Future No Project		Future with Project		Change in V/C	Significant Impact?
	V/C or Delay	LOS	V/C or Delay	LOS		
Vermont Avenue and Slauson Avenue	0.887	D	0.943	E	0.056	**Yes**
Menlo Avenue and Slauson Avenue*	0.720	C	0.783	C	0.063	**Yes**
Hoover Street and Slauson Avenue	0.914	E	1.022	F	0.108	**Yes**
Vermont Avenue and 60th Street*	0.485	A	0.536	A	0.051	No
Menlo Avenue and 60th Street*	0.110	A	0.192	A	0.082	No
Hoover Street and 60th Street	0.367	A	0.456	A	0.089	No
Vermont Avenue and Gage Street	0.783	C	0.792	C	0.009	No
Hoover Street and Gage Street	0.801	D	0.809	D	0.008	No

SOURCE: Katz Okitsu & Associates, Traffic Impact Study – LAUSD South Los Angeles Area New High School #3. October 2007.

* Unsignalized intersection. Level of Service (LOS) was calculated on LADOT policy, which allows for the use of the Circular 212 signalized methodology with 20% reduction in lane capacity. This normalizes impacts based on project vehicle trip volumes and not existing congestion.

2012 With Project Traffic—Friday P.M. Peak Hour Analysis

As major use of the stadium (such as a varsity football game) is similar to a special event, traditional physical mitigation measures would not be appropriate. Impacts from such event traffic would be temporary, and would not occur on an average operating day at the school. Major evening events at the stadium are estimated to only occur six to ten times a year. However, during these major evening events, study area intersections could experience decreases in LOS due to higher concentration of traffic within a smaller area. Existing traffic control measures (signals and stop signs) may not be adequate to handle the temporary increases in traffic volumes.

Roadway Vacation Impact Analysis

The roadways of 58th Place, 59th Street, and 59th Place—between the extents of Menlo Avenue and Hoover Street—would be vacated as part of the Proposed Project's construction. Roadway volume counts on each of these roadway segments were utilized to determine if re-routed traffic (minus trips generated by uses on these roadways that would be demolished) would create adverse impacts at nearby intersections.

The results of the roadway vacation analysis are provided within Table 3G-12 (Roadway Segment Vacation Impact—A.M. Peak Hour) and Table 3G-13 (Roadway Segment Vacation Impact—P.M. Peak Hour). As shown, no new impacts beyond those identified in Table 3G-10 and Table 3G-11 would occur as a result of vacation of the three roadway segments.

Table 3G-12 Roadway Segment Vacation Impact—A.M. Peak Hour

Intersection Location*	Existing 2007 Conditions		Future 2012 without Project		Future 2012 with Project		Change in V/C	Significant Impact?
	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
Menlo Avenue and Slauson Avenue*	0.517	A	0.587	A	0.700	B	0.113	No
Hoover Street and Slauson Avenue	0.778	C	0.845	D	0.954	E	0.109	**Yes**
Menlo Avenue and 60th Street*	0.075	A	0.079	A	0.282	A	0.203	No
Hoover Street and 60th Street	0.398	A	0.418	A	0.477	A	0.059	No

SOURCE: Katz Okitsu & Associates, Traffic Impact Study—LAUSD South Los Angeles Area New High School #3. October 2007.

* Unsignalized intersection. Level of Service (LOS) was calculated on LADOT policy, which allows for the use of the Circular 212 signalized methodology with 20% reduction in lane capacity. This normalizes impacts based on project vehicle trip volumes and not existing congestion.

Table 3G-13 Roadway Segment Vacation Impact—P.M. Peak Hour

Intersection Location*	Existing 2007 Conditions		Future 2012 without Project		Future 2012 with Project		Change in V/C	Significant Impact?
	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
Menlo Avenue and Slauson Avenue*	0.663	B	0.716	C	0.780	C	0.064	**Yes**
Hoover Street and Slauson Avenue	0.859	D	0.918	E	1.026	F	0.108	**Yes**
Menlo Avenue and 60th Street*	0.096	A	0.101	A	0.182	A	0.081	No
Hoover Street and 60th Street	0.366	A	0.384	A	0.474	A	0.090	No

SOURCE: Katz Okitsu & Associates, Traffic Impact Study – LAUSD South Los Angeles Area New High School #3. October 2007.

* Unsignalized intersection. Level of Service (LOS) was calculated on LADOT policy, which allows for the use of the Circular 212 signalized methodology with 20% reduction in lane capacity. This normalizes impacts based on project vehicle trip volumes and not existing congestion.

Neighborhood Impacts

As previously stated LADOT has established thresholds to determine whether a proposed project's related increases to ADT would constitute a significant impact. Three roadway segments were chosen for this analysis based on the anticipated distribution of project-related trips. Table 3G-14 provides a summary of project-related traffic impacts on study roadway segments. All of the analyzed roadway segments would exceed LADOT thresholds due to the addition of traffic from the Proposed Project by 2012.

Table 3G-14 Neighborhood Roadway Impact Analysis

Roadway Segment	Existing Daily Volume	Ambient Growth %	Future Plus Area Projects	Project Only	Future plus Area Projects Plus Project	Percent Change	Significant Impact Criteria	Significant Impact?
60th Street between Menlo Avenue and Vermont Avenue	881	4%	916	581	1,497	63%	12%	**Yes**
60th Street between Menlo Avenue and Hoover Street	986	4%	1,025	930	1,955	91%	12%	**Yes**
Menlo Avenue between 58th Place and 59th Street*	1,279	4%	1,330	272	1,602	20%	12%	**Yes**

SOURCE: Katz Okitsu & Associates, Traffic Impact Study – LAUSD South Los Angeles Area New High School #3. October 2007.

Mitigation Measures

Unsignalized Intersections

The following mitigation measures were identified to reduce potentially significant impacts at the unsignalized intersection of Menlo Avenue at Slauson Street and the unsignalized intersection of Vermont Avenue at 60th Street.

M-3G.1 *LAUSD shall provide signalization at Menlo Avenue and Slauson Avenue. Installation of the traffic signal shall be coordinated with LADOT.*

M-3G.2 *LAUSD shall provide a traffic signal and appropriate traffic controls at the Vermont Avenue and 60th Street intersection. Installation of the traffic signal shall be coordinated with LADOT.*

Signalized Intersections

The City of Los Angeles, as part of its transportation planning efforts, has and continues to encourage, the implementation of a traffic signal synchronization system known as Automated Traffic Surveillance and Control/Adaptive Traffic Control System (ATSAC/ATCS) as mitigation for significantly impacted intersections.

The ATSAC system provides a network of traffic signal controllers for centralized control of traffic signals for optimal synchronization. The ATCS system is a more advanced form of synchronization technology that builds upon the ATSAC system. Under ATCS, the system is adaptive, and automatically responds to changes in volumes to adjust traffic signal cycles and phases along corridors. The City of Los Angeles has determined that the ATSAC system can provide an average benefit of 0.070 to the overall V/C ratio of a facility such as a study intersection. The addition of ATCS technology, while requiring implementation over a series of traffic signals to be effective, has been determined to provide an average additional benefit of 0.030 in the V/C value. Therefore, implementation of both systems would provide a potential benefit of 0.100 in the V/C value.

The City of Los Angeles ATSAC/ATCS system has historically been applied to neighboring jurisdictions of the City of Los Angeles, where implementation on regional corridors can provide cross-jurisdictional benefits.

M-3G.3 *LAUSD shall coordinate with LADOT for the contribution to an ATSAC and ATCS signal synchronization program at the intersections of Vermont Avenue and Slauson Avenue.*

M-3G.4 *LAUSD shall coordinate with LADOT for the contribution to an ATSAC and ATCS signal synchronization program at the intersections of Hoover Street and Slauson Avenue.*

M-3G.5 *LAUSD shall implement manual traffic control measures during scheduled games at major intersections to minimize the temporary congestion resulting from capacity use of the stadium.*

Roadway Segments

LADOT guidelines for traffic impact analyses reports state that if significant project-related traffic impacts occur on roadway segments, and if no physical roadway improvements can be realized, the development applicant should coordinate with LADOT to develop a Neighborhood Traffic Management Plan. As the roadway segments analyzed for this report are primarily bordered by single-family residential

uses on one or both sides, physical modification of these roadways to mitigate project-related impacts may be infeasible.

M-3G.6 *In an effort to mitigate roadway segment impacts, LAUSD shall coordinate with LADOT and contribute toward the development of a Neighborhood Traffic Management Plan, which would be implemented by the City.*

Residual Impacts

Table 3G-15 summarizes the level of significance for each of the four significantly-impact study intersections after mitigation measures **M-3G.1** through **M-3G.6** have been implemented. The proposed mitigation measures would fully mitigate the significant impacts at several of the study intersections to *less than significant*.

Table 3G-15 Effect of Mitigation Measures and Project Design Features

Intersection	*Future No Project V/C & LOS*	*Future with Project V/C & LOS*	*Future with Project Post-Feasible Mitigation V/C & LOS*	*Impact After Mitigation?*
A.M. Peak				
Vermont Avenue and Slauson Avenue	0.838/D	0.944/E	0.844/D	Less than Significant
Menlo Avenue and Slauson Avenue*	0.588/A	0.701/C	0.561/A	Less than Significant
Hoover Street and Slauson Avenue	0.849/D	0.955/E	0.855/D	Less than Significant
Vermont Avenue and 60th Street*	0.610/B	0.741/C	0.593/A	Less than Significant
P.M. Peak				
Vermont Avenue and Slauson Avenue	0.887/D	0.943/E	0.843/D	Less than Significant
Menlo Avenue and Slauson Avenue*	0.720/C	0.783/C	0.627/B	Less than Significant
Hoover Street and Slauson Avenue	0.914/E	1.022/F	0.922/E	Less than Significant
Vermont Avenue and 60th Street*	0.485/A	0.536/A	0.429/A	Less than Significant

SOURCE: Katz Okitsu & Associates, Traffic Impact Study – LAUSD South Los Angeles Area New High School #3. October 2007.
* Currently unsignalized intersection..

Impact 3.G-2 Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

The CMP "Traffic Impact Analysis Guidelines" require analysis of all surface street-monitoring locations, such as freeway on-ramps or off-ramps, where the Proposed Project adds 50 or more peak hour trips.[291]

[291] Los Angeles County Metropolitan Transportation Agency (MTA), 1995. *Congestion Management Program (CMP) for Los Angeles County.*

The CMP also requires all freeway segments to be analyzed where the Proposed Project adds 150 or more trips during the peak hour.

The nearest CMP arterial monitoring intersection to the Proposed Project site is Vermont Avenue & Manchester Avenue, located approximately 1.75 miles to the south of the Proposed Project site. Based on the trip generation calculations, the Proposed Project is not expected to add 50 or more new trips per hour to any CMP locations. The nearest CMP mainline freeway-monitoring location to the Proposed Project site is on the I-110 Freeway at Slauson Avenue located less than one-half of a mile from the Proposed Project site. Based on the trip distribution and assignment, Proposed Project trips would be primarily local rather than regional in nature. The Proposed Project is expected to add less than 150 new trips per hour to any freeway segments near the Proposed Project site. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be *less than significant*.

Impact 3.G-3 Result in inadequate parking capacity

As mentioned above, implementation of the Proposed Project would result in student and faculty vehicle trips to and from the Proposed Project site. The Proposed Project would include a parking lot with approximately 188 parking spaces for faculty and staff; however, no parking would be provided for students under the Proposed Project.

Based on a recent survey of a typical LAUSD high school, a parking demand ratio of 0.06 spaces per student was determined for Fremont High School.[292] Fremont High School is a LAUSD high school with similar characteristics in neighborhood make-up. Assuming the parking demand is within the same range, the proposed high school is estimated to have a parking demand of 121 vehicles.

On-street parking within an approximate 0.25 mile of the entrance of the proposed school site was observed between the hours of 8:00 A.M. and 9:00 A.M. on Thursday, May 3, 2007.[293] The parking supply survey was conducted on what was considered to be an average day in the Proposed Project area and at the same time of day that students would typically access parking on nearby streets. Therefore, it is anticipated that the surplus number of parking spaces would be consistent throughout the week. As shown in Figure 3G-13 (Existing Area Parking Availability) a total of 358 available on-street parking spaces were noted within the analyzed radius from the Proposed Project site. This excluded on-street spaces that may have been temporarily unavailable during street sweeping or trash collection periods. Therefore, based on the estimated daily supply of on-street parking opportunities, the Proposed Project's potential overflow of parking demand (121 vehicles) could be accommodated along local roadways. Any parking demand overflow from the site created by student demand would be easily absorbed by the available supply within close distance of the Proposed Project site.

[292] Katz Okitsu & Associates. *Traffic Impact Study—LAUSD South Los Angeles Area New High School #3*. October 2007.
[293] Ibid.

Figure 3G-13 Existing Area Parking Availability
Page 1—8.5x11 color

Page 2—8.5x11 color

During the P.M. peak period, operation of the adult education program would be the primary generator of peak parking demand, as high school students and staff members are likely to have left the site before the adult education program begins. The adult education program would provide seats for 450 students and would operate during evenings from Monday to Thursday. As the adult education program would have a total of 30 staff members, and 45.5 percent of the students would drive to the site (utilizing mode split rates defined by the Parking Demand Study for the LAUSD Skills Center), there would be a total P.M. peak parking demand of 235 spaces. A parking supply for 188 of these vehicles would be provided on-site, thus, there would be a demand overflow of 47 vehicles. This overflow could be easily absorbed by on-street parking areas within close distance to the Proposed Project site, based on the availability of on-street parking identified above, and the likelihood that on-street parking in front of commercial/industrial businesses in the area would have lower occupancy rates in the P.M. peak and evening hours than that determined by the daytime survey, and therefore, the P.M. peak parking demand of the Proposed Project would result in adequate parking.

During the Friday P.M. peak period, the 1,500-seat campus stadium is expected to generate parking demand for 425 spaces. This estimate is based on the assumptions that 85 percent of spectators will arrive by vehicle, and the average vehicle ridership would be 3.0. Additional parking demand would be generated by the estimated total staff requirement (coaches, support staff, security, vendors) of 50 persons. Assuming that staff members would drive alone, a total parking demand of 475 vehicle spaces would result. It should be noted that the adult education program would not be in operation during the Friday P.M. peak period. Since on-site parking is provided for support staff and visitors during football games, there would be a demand overflow of 287 spaces. As mentioned previously, the area surrounding the Proposed Project site had an observed parking availability of 358 spaces.[294] While there would be up to 71 spaces left available during the Friday P.M. peak period, the parking demand created during football games at the proposed high school would represent 80 percent of the total available off-site parking supply in the immediate area. Further, although Friday evening activities at the Proposed Project site would be limited to seven or fewer dates throughout the year, this would be considered a substantial increase, although periodic, in parking demand in the local area. Therefore, this impact would be considered potentially significant.

Mitigation Measures

No feasible mitigation measures are available.

Residual Impacts

Due to design restrictions at the Proposed Project site, no feasible mitigation measures are available with regard to reducing the off-site parking demand; such as increased surface parking, a multi-story parking structure, or busing of game spectators,. As a result, impacts during the Friday P.M. peak period on up to seven days a year would be *significant and unavoidable*. Impacts with regard to parking supply/demand would be less than significant during all other periods.

[294] Katz Okitsu & Associates. *Traffic Impact Study—LAUSD South Los Angeles Area New High School #3*. October 2007.

3G.5 CUMULATIVE IMPACTS

Impact 3.G-4 In conjunction with other area projects, result in cumulative impacts with respect to transportation/traffic.

The CEQA Guidelines require that projects be evaluated with respect to their contribution to the cumulative effects resulting from past, present, and probable future projects.[295]

Cumulative project traffic growth, which is growth due to specific known development projects in the City of Los Angeles is also included in the analysis of the Year 2012 No-Project conditions (see Impact 3G-1 above). Table 3G-5 provides a list of known development projects, other than the Proposed Project, that would occur in the Proposed Project area. There are a total of eight related projects that may affect the study area.[296] The eight related projects are expected to generate a total of approximately 2,008 A.M. peak hour trips onto the local area roadway system and 1,396 P.M. peak hour trips onto the local area roadway system. The cumulative traffic impacts associated with the Proposed Project are assumed to fall within regional traffic growth assumptions for the reasons listed below. Regional growth assumptions are based on the CMP and were verified with the City of Los Angeles.[297]

- Not all of the related projects accounted for in the cumulative analysis will be approved and/or built.
- Impacts projected for related projects will likely be, or have been, subject to unspecified mitigation measures, which would reduce potential impacts.
- Many related projects are expressed in terms of gross square footage or are conceptual and based on long-range plans such as master plans that assume complete development; in reality, such projects may be smaller (i.e. the net new development) because of the demolition or removal of existing land uses resulting from development of the related project.

Vehicle trips from construction and onsite operations of these projects are expected to be localized, and thus, impact the roads immediately surrounding the Proposed Project site. It is anticipated that a portion of the vehicle trips from some of the related projects would use the streets adjacent to the Proposed Project. Therefore, traffic from these cumulative projects could impact the Proposed Project area. As noted above under Impact 3G-1, implementation of ATSAC/ATCS systems at the intersections of Vermont Avenue and Slauson Avenue and Hoover and Slauson Avenue; the installation of north bound left and right turn lanes and a dedicated eastbound turn lane at the intersection of Menlo Avenue and Slauson Avenue; and the signalization of the intersection of Vermont Avenue and 60th Street would reduce the Proposed Project's impact on the local transportation network to less-than-significant levels.

In terms of parking supply, the existing off-street parking supply (as stated in Impact 3.G-2) could accommodate the parking demand of the proposed high school with a total of 358 available on-street parking spaces were noted within 0.25 miles from the Proposed Project site except during the Friday P.M. peak period.[298] As a result, the potential operational parking impact of the Proposed Project would be considered cumulatively considerable, as the Proposed Project would substantially impact the level of

[295] California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, §15130, 2004.
[296] Katz Okitsu & Associates. *Traffic Impact Study—LAUSD South Los Angeles Area New High School #3*. October 2007.
[297] Ibid.
[298] Ibid.

available parking spaces in the area during football games at the proposed high school. Thus, cumulative impacts would be significant.

Mitigation Measures

Refer to mitigation measures **M-3G.1** through **M-3G.6**

Residual Impacts

Impacts would be *significant and unavoidable* due to Friday P.M. peak parking availability in the local area.

Chapter 4 Alternatives Analysis

4.1 INTRODUCTION AND OVERVIEW

CEQA requires that an EIR describe a range of reasonable alternatives to the Proposed Project or to the location of the Proposed Project, which could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the Proposed Project.[299] An EIR should also evaluate the comparative impacts of the alternatives. This chapter sets forth potential alternatives to the Proposed Project and provides a qualitative analysis of each alternative and a comparison of each alternative to the Proposed Project.

Key provisions of the CEQA Guidelines pertaining to the alternatives analysis are summarized below.[300]

The discussion of alternatives shall focus on alternatives to the Proposed Project including alternative locations that are capable of avoiding or substantially lessening any significant effects of the Proposed Project, even if these alternatives would impede to some degree the attainment of the Proposed Project objectives, or would be more costly.

The "no project" alternative shall be evaluated along with its impact. The "no project" analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published, as well as what would be reasonably expected to occur in the foreseeable future if the Proposed Project were not approved, based on current plans and consistent with available infrastructure and community services.

The range of alternatives required in an EIR is governed by a "rule of reason." Therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Proposed Project.

For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the Proposed Project need be considered for inclusion in the EIR. An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

The range of feasible alternatives is selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to the alternative site.[301]

[299] California Resources Agency. 2006. California Code of Regulations, Title 14. Chapter 3, Guidelines for Implementation of the California Environmental Quality Act: §15126.6. Sacramento, CA.
[300] Ibid.
[301] Ibid.

4.2 PROJECT OBJECTIVES

In response to State and local legislation, and the need to provide additional school facilities throughout the LAUSD, the Board adopted goals and guidelines that provide a policy framework for the development of a Facilities Master Plan.[302] The New School Construction Program is a multi-phased effort to provide additional classroom seats by constructing new schools and/or expanding existing school campuses. The New School Construction Program will ultimately provide approximately 180,000 new classroom seats by the year 2013.[303] The Board has adopted the PEIR outlining the objectives for New School Construction Program.[304]

As discussed in Chapter 2, Project Description, the Proposed Project is intended to implement the Facilities Master Plan to provide for a portion of the educational needs of students within LAUSD's Local District 7 South Region Planning Area for grades 9 through 12. Implementation of the Proposed Project is intended to fulfill the following objectives with the construction of a new high school:

- Provide a neighborhood high school for grades 9 through 12 on a single-track, two-semester calendar, and evening adult school to relieve overcrowding and restore pre-2002 classroom size norms at existing schools within the South Los Angeles Planning Area, including at Manual Arts High School
- Create a school that is a center of community engagement both during and outside of normal operating hours
- Avoid, to the extent possible, the displacement of existing residences and businesses where feasible
- Maintain traditional classroom instruction hours for high school students of approximately 8:00 A.M. to 3:00 P.M.
- Maintain existing opportunities for after-school athletic and extra-curricular activities

4.3 ALTERNATIVES TO THE PROPOSED PROJECT

This section presents an analysis of the project alternatives and a comparison of the impacts between these alternatives and the Proposed Project for the environmental issue areas addressed in this document (see Table 4-1 at the end of this chapter). In all cases, the comparison of impacts assumes that all feasible mitigation measures, as identified in this document, have been implemented for all impacts resulting from the Proposed Project. Similarly, in all cases where it can be safely assumed that there are feasible mitigation measures for impacts caused by the alternative, it is assumed that those mitigation measures would be implemented. The discussion of the environmental effects of the alternatives may be less than that provided for the Proposed Project.[305]

In the original Draft EIR prepared for this project in 2005, six alternatives were analyzed as part of the environmental document. These six alternatives were as follows:

- No Project Alternative: The proposed high school would not be constructed.

[302] LAUSD. *Facilities Master Plan*. December 1, 1997 (updated in June 2000).
[303] LAUSD, FSD Strategic Execution Plan, January 2007.
[304] LAUSD, OEHS. *New School Construction Program, Final Program Environmental Impact Report* (PEIR) (incorporates the *New School Construction Program, Draft PEIR*), Published May 2004. Board Certified June 8, 2004. Draft PEIR p. 2-2.
[305] California Resources Agency. 2006. California Code of Regulations, Title 14. Chapter 3, Guidelines for Implementation of the California Environmental Quality Act: §15126.6(d). Sacramento, CA.

- Reasonably Foreseeable Development Alternative: The proposed high school would not be constructed. Rather, the Proposed Project site would be developed in a manner consistent with its existing zoning and General Plan land use designation.
- Reduced Project Alternative: This alternative involved the construction and operation of a smaller high school on a portion of the Proposed Project site. In general, this alternative involved the construction of a high school that would require 25 percent less land area and would have 75 percent of the capacity of the Proposed Project.
- Alternative Sites: This alternative involved development of the proposed high school on other sites within the LAUSD target search area for eliminating overcrowding at existing schools. The first alternative site was a 5.53-acre site bounded by West 57th Street to the north, Budlong Avenue to the east, commercial manufacturing uses to the south, and additional commercial manufacturing and residential uses to the west. The second alternative site was a 5.54-acre site bounded by West 57th Street on the north, the BNSF Railway on the south, Figueroa Street on the east, and a mix of commercial manufacturing and residential uses on the west.
- Expansion of Existing Manual Arts High School Alternative: This alternative involved expanding the existing high school, to be relieved by the Proposed Project, and to accommodate the additional 1,215 high school seats included in the Proposed Project.
- Different Type of School Alternative: This alternative involved the construction of a different type of school, such as an elementary or middle school, at the Proposed Project site.

Several factors were considered in determining the range of alternatives to be analyzed in this Final EIR, including the following:

- The nature of the significant impacts of the Proposed Project
- The ability of alternatives to avoid or lessen the significant impacts associated with the Proposed Project
- The ability of the alternatives to meet the objectives of the Proposed Project
- The feasibility of the alternatives

The Final SEIR analysis includes the No Project Alternative (what would occur if the Proposed Project were not implemented). LAUSD also identified other project alternatives that are evaluated in this Final SEIR. LAUSD considered whether the alternatives met or partially met Program objectives and whether the alternatives reduced environmental impacts. Each of these alternatives is briefly described below.

Alternatives considered in this Final SEIR include the following:

- No Project/No Build Alternative
- Reduced Project Alternative

The Reduced Project Alternative identified above was selected due to its potential to attain basic project objectives and to lessen or avoid significant environmental effects resulting from implementation of the Proposed Project.

4.3.1 Alternative 1. No Project/No Build Alternative

CEQA Guidelines require the analysis of a No Project Alternative.[306] This "no project" analysis must discuss the existing condition, as well as what would be reasonably expected to occur in the foreseeable future if the project was not approved based on current plans, site zoning, and consistency with available infrastructure and community services. Since the Proposed Project is a development project, the following CEQA Guideline is directly applicable to the project:[307]

> If the project is…a development project on an identifiable property, the "no project" alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects that would occur if the project were approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this "no project" consequence should be discussed. In certain instances, the "no project" alternative means "no build" wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.

Under the No Project Alternative, the Proposed Project would not be constructed, and the project site would remain as a predominantly residential area. The Proposed Project site would stay in its current condition with the possibility that a different proposal for increased development on the site may be pursued at a future date. This alternative would result in the following increase or decrease in environmental impacts compared to the Proposed Project.

Aesthetics

This alternative would not adversely affect scenic vistas or otherwise degrade the visual character of the Proposed Project site. The Proposed Project site is currently occupied by a mix of residential and commercial structures. Under this alternative the existing visual character of the Proposed Project site would remain in its current condition into the foreseeable future. Thus, because it would not change the existing visual character of the Proposed Project site this alternative would have no aesthetic impacts in comparison to the Proposed Project.

Agricultural Resources

The Proposed Project site does not contain agricultural resources and is not zoned for agricultural production. This alternative would not result in any greater or fewer agricultural impacts than the Proposed Project.

Air Quality

No new construction- or operation-related emissions would occur, as no change to existing site conditions would occur under this alternative. Impacts to air quality would be less than the Proposed Project.

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[306] California Resources Agency. 2006. California Code of Regulations, Title 14. Chapter 3, Guidelines for Implementation of the California Environmental Quality Act: §15126.6 (e). Sacramento, CA.
[307] Ibid., §15126.6 (e)(3)(B), 2006.

Biological Resources

The Proposed Project site does not contain any sensitive biological resources. However, under this alternative, no development, including tree removal, would occur. Therefore, this alternative would potentially result in fewer impacts to biological resources than the Proposed Project.

Cultural Resources

This alternative would not involve any ground disturbance or removal of existing structures. While the analysis for the Proposed Project did not identify the potential for any significant historical or archaeological impacts, construction of the Proposed Project could potentially disturb unknown subterranean resources that could be buried beneath the Proposed Project site. Thus, implementation of this alternative would reduce the potential to unearth previously undiscovered archaeological or paleontological resources. Therefore, this alternative would result in fewer potential impacts to cultural resources.

Geology and Soils

The Proposed Project site is not located in an area with the potential for significant geologic hazards.[308] However, because implementation of this alternative would not result in the construction of any new structures, this alternative would potentially result in fewer impacts than the Proposed Project with respect to geology and soils.

Hazards and Hazardous Materials

With regard to hazards and hazardous materials, no recognized environmental conditions requiring correction were identified on-site.[309] Under this alternative, no changes would occur to the existing Proposed Project site. As such, impacts, which may occur through the use of hazardous materials, would be less than the Proposed Project.

Hydrology and Water Quality

Under this alternative, the Proposed Project site would remain in its current condition. As such, no additional impacts with regard to runoff or water quality would occur as a result of implementation of this alternative. Conversely, the level of permeable surfaces would be greater under this alternative resulting in less runoff than the Proposed Project. Thus, this alternative would potentially result in fewer impacts than the Proposed Project.

Land Use and Planning

The Proposed Project site is zoned and designated for general commercial and two-family residential uses.[310] This alternative would not require any changes to land use plans and existing uses are compatible with surrounding land uses. Therefore, this alternative would result in fewer impacts to land use and planning than the Proposed Project. Under this alternative, no impacts would occur.

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[308] URS. Preliminary Geologic and Seismic Hazards Study—Proposed Site for South Los Angeles Area High School No. 3, City of Los Angeles, CA. November 21, 2006.
[309] Earth Tech, *Preliminary Phase I Environmental Site Assessment Report, South Los Angeles Are New High School #3*, October 20, 2006, p. 18.
[310] City of Los Angeles, Zoning Information and Map Access System website: http://zimas.lacity.org/, Accessed January 18, 2007.

Mineral Resources

The Proposed Project area does not contain any known mineral resources.[311,312] Therefore, this alternative would not result in any greater or fewer impacts to mineral resources than the Proposed Project.

Noise

This alternative would not generate any new traffic to the site or involve construction at the site that could generate temporary short-term construction and permanent long-term operational noise effects. Therefore, this alternative would result in fewer noise impacts than the Proposed Project.

Pedestrian Safety

Implementation of this alternative would not increase the number of pedestrians on the local street network, and as a result, no impact to pedestrian safety would occur. Impacts would be less than the Proposed Project.

Population and Housing

The Proposed Project would displace housing, but would not induce growth to accommodate the high school. This alternative would result in lesser impacts with respect to population and housing as the Proposed Project, as it would not involve the demolition of residential structures.

Public Services

The Proposed Project was found to not significantly impact the capacity of public service providers to provide necessary services to the Proposed Project. Therefore, in comparison to the Proposed Project, this alternative would have similar impacts to police and fire protection services. This alternative, however, would not provide the beneficial effects and reduction of impacts to area schools that the Proposed Project would provide. Thus, this alternative would potentially result in greater impacts to the overcrowded conditions at the relief schools than with implementation of the Proposed Project.

Recreation

The Proposed Project would not significantly increase the use of recreational resources within the community, but would increase the availability of recreational resources. This alternative, however, would not realize the beneficial effects and reduction of impacts to recreational resources that the Proposed Project would provide. Thus, this alternative would potentially result in greater impacts to area recreation than the Proposed Project.

Transportation and Traffic

Implementation of this alternative would not generate new traffic to the surrounding roadway network. Thus, the project-related vehicle trips and the project-related impacts to existing intersection service would not occur. Therefore, this alternative would potentially result in fewer impacts than the Proposed Project.

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[311] City of Los Angeles. *Safety Element—Exhibit E: Oil Field & Drilling Areas in the City of Los Angeles*. November 26, 1996.
[312] California Department of Conservation, Division of Mines and Geology. *Generalized Mineral Land Classification Map of Los Angeles County—South Half Aggregate Resources Only*. 1994.

Utilities and Service Systems

The Proposed Project was found to not result in significant impacts to utilities and service systems. The Proposed Project would demand a similar amount of utility services to accommodate the new high school. A reduced demand is placed on utility services under this alternative as there would be no change in the existing development on-site. Thus, this alternative would potentially result in fewer impacts to utilities and service systems than the Proposed Project.

Conclusion and Relationship to Project Objectives

Under the No Project Alternative the overcrowded conditions at Manual Arts High School would continue to worsen. The new seats associated with the Proposed Project would not be provided, so class sizes would not be reduced within the Proposed Project area. Additionally, this alternative would not achieve any of the following project objectives:

- Provide a neighborhood high school for grades 9 through 12 on a single-track, two-semester calendar, and evening adult school to relieve overcrowding and restore pre-2002 classroom size norms at existing schools within the South Los Angeles Planning Area, including at Manual Arts High School
- Create a school that is a center of community engagement both during and outside of normal operating hours
- Maintain traditional classroom instruction hours for high school students of approximately 8:00 A.M. to 3:00 P.M.
- Maintain existing opportunities for after-school athletic and extra-curricular activities

While this alternative may result in a reduction of most environmental impacts to no impact or less than significant impacts, this alternative would not achieve any of the project objectives. Thus, this alternative has been rejected from further consideration.

4.3.2 Alternative 2. Reduced Project Alternative

The Reduced Project Alternative is intended to reduce one or more significant environmental impacts of the Proposed Project. Under this alternative, a smaller project in the form of a 1,520 two-semester seat high school would be operated on the Proposed Project site. Evening activities, including competitive sporting events and community events, would potentially occur at the Proposed Project site. The attendance area for this alternative would generally be consistent with the attendance boundaries for the relief high schools.

Aesthetics

This alternative would not adversely affect scenic vistas or otherwise degrade the visual character of the Proposed Project site and would result in a similar visual character as the Proposed Project as the high school would continue to provide a similar architectural style and quality as the Proposed Project. This alternative could potentially result in fewer structures on-site. However, this alternative would not result in any appreciable difference in the magnitude of significance of the impact. Thus, aesthetic impacts under this alternative would also potentially be less than significant.

Agricultural Resources

The Proposed Project site does not contain agricultural resources and is not zoned for agricultural production. This alternative would not result in any greater or fewer agricultural impacts than the Proposed Project. Impacts would not occur under this alternative.

Air Quality

Overall, air quality impacts from this alternative would be less than the Proposed Project. Construction-related air quality emissions would be less than the Proposed Project due to a decreased magnitude of construction activity. During the operational phase, fewer vehicle trips would result due to the smaller educational facility than the Proposed Project, thereby reducing vehicle emissions associated with the alternative project. However, as impacts under the Proposed Project were found to be significant and unavoidable, air quality impacts from this alternative would be considered potentially significant but less than the Proposed Project.

Biological Resources

The Proposed Project site does not contain any sensitive biological resources. This alternative would not result in any greater or fewer impacts to biological resources than the Proposed Project. Impacts would potentially be less than significant under this alternative.

Cultural Resources

This alternative would involve ground disturbance similar to the Proposed Project. While the analysis for the Proposed Project did not identify any significant historical or archaeological impacts, construction of this alternative could potentially disturb unknown subterranean resources that could be buried beneath the Proposed Project site. Thus, implementation of this alternative would have a similar potential to disturb unknown archaeological/paleontological resources. Therefore, this alternative would not result in any greater or fewer impacts to cultural resources. Potential impacts under this alternative would also be less than significant.

Geology and Soils

The Proposed Project site is not located within an area of known geologic hazards.[313] This alternative would not result in any greater or fewer impacts to geology and soils than the Proposed Project. Potential impacts would be less than significant under this alternative.

Hazards and Hazardous Materials

As mentioned above, no recognized environmental conditions requiring correction were identified on-site.[314] Further, similar to the Proposed Project, implementation of required safety measures and adherence to standards and procedures would reduce potential impacts to less than significant levels. As with the Proposed Project storage/use of hazardous materials at the Proposed Project site would be subject to DTSC requirements. As a result, hazards and hazardous materials impacts associated with this

[313] URS. Preliminary Geologic and Seismic Hazards Study—Proposed Site for South Los Angeles Area High School No. 3, City of Los Angeles, CA. November 21, 2006.
[314] Earth Tech, *Preliminary Phase I Environmental Site Assessment Report, South Los Angeles Are New High School #3*, October 20, 2006, p. 25.

alternative would not result in fewer or greater impacts with respect to hazards and hazardous materials than the Proposed Project. Potential impacts would be less than significant under this alternative.

Hydrology and Water Quality

Under this alternative, development of the Proposed Project site in a manner similar to the Proposed Project would comply with the City of Los Angeles' ordinances regulating drainage improvements and requiring review and approval of grading plans as they relate to design and construction of on-site improvements that affect drainage. Any additional runoff that would occur under this alternative would be directed towards local storm water collection facilities, similar to the Proposed Project. Any construction would adhere to standard building code requirements to reduce the potential impact of dam failure to less than significant. As such, impacts associated with this alternative would result in neither greater nor fewer impacts with respect to hydrology and water quality than the Proposed Project. Potential impacts would be less than significant under this alternative.

Land Use and Planning

The Proposed Project site is zoned and designated for general commercial and two-family residential uses, including schools.[315] Therefore, this alternative would not result in any greater or fewer impacts to land use and planning than the Proposed Project. Potential impacts would be less than significant under this alternative.

Mineral Resources

The Proposed Project area does not contain any known mineral resources.[316,317] Therefore, this alternative would not result in any greater or fewer impacts to mineral resources than the Proposed Project.

Noise

Noise levels during construction would be similar to the Proposed Project since similar construction activities would be performed. During operation, noise levels would be reduced in comparison to the Proposed Project as a result of the smaller student population. Noise impacts under this alternative would potentially be less than the Proposed Project.

Pedestrian Safety

Implementation of this alternative would still result in the operation of a local high school at the intersection of 60th Street and Menlo Avenue. As with the Proposed Project, a certain percentage of students would walk to school. Based on the level of existing pedestrian controls in the area and assuming implementation of mitigation measures similar to those of the Proposed Project, potential impacts with respect to pedestrian safety would be similar to the Proposed Project and less than significant.

[315] City of Los Angeles, Zoning Information and Map Access System website: http://zimas.lacity.org/, Accessed January 18, 2007.
[316] City of Los Angeles. *Safety Element—Exhibit E: Oil Field & Drilling Areas in the City of Los Angeles*. November 26, 1996.
[317] California Department of Conservation, Division of Mines and Geology. *Generalized Mineral Land Classification Map of Los Angeles County—South Half Aggregate Resources Only*. 1994.

Population and Housing

Similar to the Proposed Project, development of this alternative would result in the displacement of several housing units. However, a smaller school may require the acquisition of fewer residential properties. Therefore, impacts under this alternative would potentially be less than the Proposed Project and thus, less than significant.

Public Services

The Proposed Project was found to not significantly impact the capacity of public service providers. Therefore, in comparison to the Proposed Project, this alternative would have similar impacts to police and fire protection services. This alternative, however, would not provide the same amount of beneficial effects and reduction of impacts to area schools that the Proposed Project would provide. Thus, this alternative would potentially result in greater impacts to area schools than the Proposed Project. Nonetheless, impacts would remain less than significant under this alternative.

Recreation

The Proposed Project was not found to significantly increase the use or availability of recreational resources within the community. Like the Proposed Project, this alternative would provide recreational amenities (i.e., play fields, etc.) at the proposed high school that would be available to the community after school hours. Thus, this alternative would result in similar impacts to recreation as the Proposed Project. Impacts would be less than significant under this alternative.

Transportation and Traffic

This alternative would reduce traffic impacts when compared to the Proposed Project. With a high school enrollment of 1,520 students, this alternative would generate a total of 593 new vehicle trips (not including existing use trips credits) during the A.M. peak hour.[318] Compared to the Proposed Project (which would generate 721 new trips), this alternative would result in 128 fewer trips during the A.M. peak hour.[319] Fewer total daily trips would also occur due to a reduced project. Therefore, potential impacts of this alternative would be less than the Proposed Project.

Utilities and Service Systems

The Proposed Project was not found to result in significant impacts to utilities and service systems. This alternative would result in a reduction in the demand for utility services to accommodate the smaller school. Thus, this alternative would result in fewer impacts to utilities and service systems than the Proposed Project. Potential impacts would remain less than significant under this alternative.

Conclusion and Relationship to Project Objectives

The Reduced Project Alternative would provide additional classroom seats for high school students within the South Los Angeles Planning Area. However, under this alternative, overcrowded conditions at

[318] LAUSD. OEHS. Letter to Armen D. Hovanessian, P.E., Senior Transportation Engineer, City of Los Angeles, Department of Transportation, Bureau of Transportation Planning and Development, *Memorandum of Cooperation, Traffic Studies, Phases II & III New School Construction Program*, June 24, 2005.
[319] Katz, Okitsu & Associates. *Traffic Impact Study—Los Angeles Unified School District South Los Angeles Area New High School #3, Los Angeles*, CA. October 2007.

Manual Arts High School would not be alleviated to the extent they would under the Proposed Project. Additionally, this alternative would not achieve the following project objectives:

- Provide a neighborhood high school for grades 9 through 12 on a single-track, two-semester calendar, and evening adult school to relieve overcrowding and restore pre-2002 classroom size norms at existing schools within the South Los Angeles Planning Area, including at Manual Arts High School.
- Maintain existing opportunities for after-school athletic and extra-curricular activities.

This alternative may result in a reduction of environmental impacts, especially with regards to air quality, noise, and transportation/traffic. However, this alternative would not achieve some important project objectives. Thus, this alternative has been rejected from further consideration.

4.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. This would ideally be the alternative that results in fewer (or no) significant and unavoidable impacts. The findings of the alternatives impact analysis discussed above are summarized in Table 4-1 (at the end of the chapter). Of the alternatives analyzed in this document, the No Project Alternative is considered the environmentally superior alternative, as it would avoid all of the potential environmental impacts related to the Proposed Project. However, the No Project Alternative would not meet any of the objectives of the Proposed Project, as it would not provide essential educational facilities or help to alleviate overcrowding at Manual Arts High School.

The CEQA Guidelines require that if the No Project Alternative is determined to be the environmentally superior alternative, an environmentally superior alternative must also be identified among the remaining alternatives.[320] The Reduced Project Alternative would be environmentally superior to the Proposed Project in reducing traffic impacts while achieving several of the objectives of the Proposed Project.

[320] California Resources Agency. 2006. California Code of Regulations, Title 14. Chapter 3, Guidelines for Implementation of the California Environmental Quality Act: §15126.6(e)(2). Sacramento, CA.

Table 4-1 Summary of the Alternatives Impact Analysis

Environmental Issue Area	*Proposed Project Impact (After Mitigation)*	*Alt. 1—No Project*	*Alt. 2—Reduced Project*
I. AESTHETICS—Would the project:			
a. Have a substantial adverse effect on a scenic vista?	No Impact	Similar	Similar
b. Damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	No Impact	Similar	Similar
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Less Than Significant	Less	Similar
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less Than Significant	Less	Similar
II. 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 prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. Would the project:			
a. 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 in the California Resources Agency, to non-agricultural use?	No Impact	Similar	Similar
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	Similar	Similar
c. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?	No Impact	Similar	Similar
III. AIR QUALITY—Where available, the significance criteria established by the applicable air quality management or pollution control district may be relied upon to make the following determinations. Would the project:			
a. Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant	Less	Less
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Significant and Unavoidable	Less	Less
c. 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 thresholds for ozone precursors)?	Significant and Unavoidable	Less	Less
d. Expose sensitive receptors to substantial pollutant concentrations?	Significant and Unavoidable	Less	Less
e. Create objectionable odors affecting a substantial number of people?	Less Than Significant	Less	Less
f. Create or contribute to a non-stationary source hotspot	Less Than Significant	Less	Less

Table 4-1 Summary of the Alternatives Impact Analysis

Environmental Issue Area	*Proposed Project Impact (After Mitigation)*	*Alt. 1—No Project*	*Alt. 2—Reduced Project*
IV. BIOLOGICAL RESOURCES—Would the project:			
a. Adversely impact, either directly or indirectly or through habitat modifications, any endangered threatened or rare species as listed in Title 14 of the California Code of Regulations (Section 670.2 or 670.5) or in Title 50 of the Code of Federal Regulations (Section 17.11 or 17.12)?	Less Than Significant	Less	Similar
b. Have a substantial adverse impact, 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 regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	No Impact	Similar	Similar
c. Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	No Impact	Similar	Similar
d. Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	No Impact	Similar	Similar
e. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	No Impact	Similar	Similar
f. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact	Similar	Similar
g. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or State habitat conservation plan?	No Impact	Similar	Similar
V. CULTURAL RESOURCES—Would the project:			
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	Less Than Significant	Less	Similar
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less Than Significant	Less	Similar
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant	Less	Similar
d. Disturb any human remains, including those interred outside of formal cemeteries?	Less Than Significant	Less	Similar

Table 4-1 Summary of the Alternatives Impact Analysis

Environmental Issue Area	*Proposed Project Impact (After Mitigation)*	*Alt. 1—No Project*	*Alt. 2—Reduced Project*
VI. GEOLOGY AND SOILS—Would the project:			
a. 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	Less	Similar
ii) Strong seismic groundshaking?	Less Than Significant	Less	Similar
iii) Seismic-related ground failure, including liquefaction?	Less Than Significant	Less	Similar
iv) Landslides?	No Impact	Similar	Similar
b. Would the project result in substantial soil erosion or the loss of topsoil?	Less Than Significant	Less	Similar
c. 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	Less	Similar
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?	Less Than Significant	Less	Similar
e. 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	Similar	Similar
VII. 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?	Less Than Significant	Less	Similar
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?	Less Than Significant	Less	Similar
c. 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	Less	Similar
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?	Less Than Significant	Less	Similar
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	Similar	Similar

Table 4-1 Summary of the Alternatives Impact Analysis

Environmental Issue Area	*Proposed Project Impact (After Mitigation)*	*Alt. 1—No Project*	*Alt. 2—Reduced Project*
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	Similar	Similar
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant	Less	Similar
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?	No Impact	Similar	Similar
i. Be located on a site that is (a) a current of former hazardous waste disposal site or solid waste disposal site and, if so, has the waste been removed; (b) a hazardous substance release site identified by the State Department of Health Services in a current list adopted pursuant to Section 25356 of Division 20 of the Health and Safety Code; or (c) a site that contains one or more pipelines, situated underground or above ground, which carries materials or hazardous wastes, unless the pipeline is a natural gas line which is used only to supply natural gas to that school or neighborhood?	No Impact	Similar	Similar
j. Be located within one-fourth mile of any facilities, which might be reasonably anticipated to emit hazardous or acutely hazardous materials, substances or waste?	Less Than Significant	Similar	Similar
k. Be located on a site where the property line less than the following distance from the edge of respective power line easement: i) 100 feet of a 50-133kV line, ii) 150 feet of a 220-230 kV line, or iii) 350 feet of a 500-550 kV line?	No Impact	Similar	Similar
l. Be located on a site that is within 1,500 feet of a railroad track easement?	Less Than Significant	Similar	Similar
m. Be located on a site that is near a reservoir, water storage tanks or high-pressure water lines?	Less Thank Significant	Similar	Similar
n. Be located within 1,500 feet of a pipeline that may pose a safety hazard?	Less Than Significant	Similar	Similar
o. Be located on a site that contains, or is near, propane tanks that can pose a safety hazard?	No Impact	Similar	Similar
p. Be located on a site that does not have a proportionate length to width ratio to accommodate the building layout, parking and play fields that can be safely supervised?	No Impact	Similar	Similar
q. Be located on a site where the existing or proposed zoning of the surrounding properties is incompatible with schools and may pose a health or safety risk to students?	No Impact	Similar	Similar
r. Be located on a site that is within 2,000 feet of a significant disposal of hazardous waste?	No Impact	Similar	Similar

Table 4-1 Summary of the Alternatives Impact Analysis

Environmental Issue Area	*Proposed Project Impact (After Mitigation)*	*Alt. 1—No Project*	*Alt. 2—Reduced Project*
VIII. HYDROLOGY AND WATER QUALITY—Would the project:			
a. Violate any water quality standards or waste discharge requirements?	Less Than Significant	Similar	Similar
b. 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 (i.e., 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)?	No Impact	Similar	Similar
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?	Less Than Significant	Less	Similar
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 a manner which would result in flooding on- or off-site?	Less Than Significant	Less	Similar
e. 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	Less	Similar
f. Otherwise substantially degrade water quality?	Less Than Significant	Similar	Similar
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	No Impact	Similar	Similar
h. Place within a 100-year floodplain structures, which would impede or redirect flood flows?	No Impact	Similar	Similar
i. 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?	No Impact	Similar	Similar
j. Inundation by seiche, tsunami, or mudflow?	No Impact	Similar	Similar
IX. LAND USE AND PLANNING—Would the project:			
a. Physically divide an established community?	No Impact	Similar	Similar
b. 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?	Less Than Significant	Similar	Similar
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	No Impact	Similar	Similar

Table 4-1 Summary of the Alternatives Impact Analysis

Environmental Issue Area	*Proposed Project Impact (After Mitigation)*	*Alt. 1—No Project*	*Alt. 2—Reduced Project*
X. 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?	No Impact	Similar	Similar
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?	No Impact	Similar	Similar
XI. NOISE—Would the project result in:			
a. 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?	Significant and Unavoidable	Less	Less
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Significant and Unavoidable	Less	Less
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Less Than Significant	Less	Less
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Significant and Unavoidable	Less	Less
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	Similar	Similar
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	Similar	Similar
XII. PEDESTRIAN SAFETY—Would the project:			
a. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant w/ Mitigation	Less	Similar
b. Create unsafe routes to schools for students walking from local neighborhoods?	Less Than Significant w/ Mitigation	Less	Similar
c. Be located on a site that is adjacent or near to a major arterial roadway or freeway that may pose a safety hazard?	Less Than Significant w/ Mitigation	Less	Similar
XIII. 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)?	No Impact	Similar	Similar
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Less Than Significant	Less	Similar
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Less Than Significant	Less	Similar

Table 4-1 Summary of the Alternatives Impact Analysis

Environmental Issue Area	*Proposed Project Impact (After Mitigation)*	*Alt. 1—No Project*	*Alt. 2—Reduced Project*
XIV. PUBLIC SERVICES			
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 objectives for any of the public services:			
i) Fire protection?	Less Than Significant	Less	Less
ii) Police protection?	Less Than Significant	Less	Less
iii) Schools?	No Impact	Less	Greater
iv) Other public facilities?	Less Than Significant	Less	Similar
XV. 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	Less	Similar
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	Less Than Significant	Less	Similar
XVI. TRANSPORTATION/TRAFFIC—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 capacity ratio on roads, or congestion at intersections)?	Less Than Significant w/ Mitigation	Less	Less
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	Less Than Significant	Less	Less
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?	No Impact	Similar	Similar
d. Result in inadequate emergency access?	Less Than Significant	Less	Similar
e. Result in inadequate parking capacity?	Significant and Unavoidable	Less	Less
f. Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	Less Than Significant	Less	Similar

Table 4-1 Summary of the Alternatives Impact Analysis

Environmental Issue Area	*Proposed Project Impact (After Mitigation)*	*Alt. 1—No Project*	*Alt. 2—Reduced Project*
XVII. UTILITIES AND SERVICE SYSTEMS—Would the project:			
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Less Than Significant	Less	Less
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?	Less Than Significant	Less	Less
c. 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	Less	Less
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Less Than Significant	Less	Less
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?	Less Than Significant	Less	Less
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Less Than Significant	Less	Less
g. Comply with federal, State, and local statues and regulations related to solid waste?	Less Than Significant	Less	Similar

Chapter 5 Other CEQA Considerations

This chapter presents the evaluation of other types of environmental impacts required by CEQA that are not covered within this Final SEIR. The other CEQA considerations include environmental effects that were found not to be significant, growth-inducing impacts or significant and unavoidable adverse impacts.

5.1 ENVIRONMENTAL EFFECTS THAT WERE FOUND NOT TO BE SIGNIFICANT

The IS for the Proposed Project, which was completed in March 2007 and is included in this Final SEIR as Appendix A, determined that the Proposed Project would result in a less than significant impact to ten environmental issue areas. The IS for the Proposed Project indicates the reasons that these effects of the Proposed Project were determined not to be significant, and were therefore, not discussed in detail in this Final SEIR. The issue areas determined to be less than significant by the IS include the following:

- Agricultural Resources
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

After a more detailed evaluation of the environmental issues associated with the Proposed Project, the SEIR determined that impacts would be less than significant with incorporation of project design features and mitigation measures. These issues include the following:

- Aesthetics
- Cultural Resources
- Hazards and Hazardous Materials
- Pedestrian Safety

5.2 IRREVERSIBLE ENVIRONMENTAL CHANGES

According to CEQA Guidelines, "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely." Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current

consumption is justified."[321] Therefore, the purpose of this analysis is to identify any significant irreversible environmental effects of project implementation that cannot be avoided.

Both construction and operation of the Proposed Project would necessarily lead to the consumption of limited, slowly renewable, and nonrenewable resources, committing such resources to uses that future generations would be unable to reverse. The new development would require the commitment of resources that include (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the Proposed Project site.

Construction of the Proposed Project would consume certain types of lumber and other forest products; the raw materials in steel, metals such as copper and lead; aggregate materials used in concrete and asphalt such as sand and stone; water; petrochemical construction materials such as plastic, petroleum based construction materials; and other similar slowly renewable or nonrenewable resources. Additionally, fossil fuels for construction vehicles and equipment would also be consumed. In terms of project operations, the following slowly renewable and nonrenewable resources would be required: natural gas, electricity, petroleum based fuels, fossil fuels, and water. Title 24 of the California Administrative Code regulates the amount of energy consumed by new development for heating, cooling, ventilation, and lighting purposes. Nevertheless, the consumption of such resources would represent a long-term commitment of those resources.

The commitment of resources required for the construction and operation of the Proposed Project would limit the availability of such resources for future generations or for other uses during the life of the Proposed Project. However, continued use of such resources is consistent with the anticipated growth and planned changes on the Proposed Project site and within the general vicinity. Furthermore, impacts to the energy supply would be less than significant given the existing levels of development within the City of Los Angeles.

The Proposed Project would result in commitment of the already developed land to school uses, eliminating other options for its use. The existing site would be replaced with a new high school. Along with the long-term commitment of land uses is an increased commitment of certain public services to the proposed land uses. This includes the provision of police, fire, and emergency medical services, water supply services, wastewater treatment services, and solid waste disposal. However, as indicated in the IS, impacts associated with these public services would be less than significant.

5.3 GROWTH-INDUCING IMPACTS

Pursuant to Section 15126.2(d) of the State CEQA Guidelines, an EIR must address whether a project will directly or indirectly foster growth. Section 15126.2(d) reads as follows:

> [An EIR shall] discuss the ways in which the Proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of wastewater treatment plant, might, for example, allow for more construction in service areas). Increases in the population may further tax existing community service facilities so consideration must be given to this impact. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either

[321] California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, §15126.2(c), 2004.

> individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

As discussed in this section, this analysis evaluates whether the Proposed Project will directly, or indirectly, induce economic, population, or housing growth in the surrounding environment.

5.3.1 Direct Growth-Inducing Impacts in the Surrounding Environment

A project would directly induce growth if it would remove barriers to population growth such as a change to a jurisdiction's General Plan and Zoning Ordinance which allowed new residential development to occur. The goal of LAUSD in constructing schools is to provide a higher quality learning environment for the students through the relief of existing and projected overcrowded conditions at these schools. The requirements for additional classrooms at LAUSD are due to several factors, including the following:

- Increased development within areas adding additional housing units with children requiring to be educated
- Increased population growth due to projected growth increases associated with increased birth rates and in-migration
- Demographic trends associated with changes in birth rates creating "bubbles" in enrollment in various grade levels
- Legislative mandated programs such as class size reduction

LAUSD has little control over these factors, but is mandated to educate those students residing in the District. Even with year round sessions, involuntary busing and large class sizes, it is becoming increasingly difficult to meet the space needs to house existing and projected student enrollments. The construction of the proposed high school is intended to relieve the current overcrowding conditions at Manual Arts High School and provide capacity for projected students who will live in their attendance areas. The new high school would not induce more growth, but accommodate that which already has occurred and which will continue to occur over time.

5.3.2 Indirect Growth-Inducing Impacts in the Surrounding Environment

A project would indirectly induce growth if it would increase the capacity of infrastructure in an area in which the public service currently met demand. Examples would be increasing the capacity of a sewer treatment plant, or a roadway beyond that needed to meet existing demand. There is currently a shortage of schools in the District. As evidenced by overcrowded conditions, the current demand for schools has not been met. As stated above, the construction of a new high school would not induce more growth, but would meet the current and future demand of a population which will increase regardless of the number of schools in existence.

5.4 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS

CEQA Section 15126.2(b) requires a discussion of any significant impacts that cannot be reduced to levels of insignificance. Although mitigation measures have been identified, where feasible, for all of the significant impacts of the Proposed Project, the project would result in seven impacts that are significant and unavoidable even after implementation of available, feasible mitigation measures. These impacts are discussed in Chapter 3 of this EIR. The impacts of the Proposed Project that are considered significant and unavoidable are as follows:

- Air Quality

- › The Proposed Project would violate an air quality standard and/or contribute substantially to an existing or projected air quality violation.
- › The Proposed Project would expose sensitive receptors to substantial pollutant concentrations.
- › The Proposed Project would result in cumulative air quality impacts during construction and operation.

■ Noise

- › The Proposed Project would result in the 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.
- › The Proposed Project would result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels during project construction.
- › The Proposed Project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

■ Traffic and Transportation

- › The Proposed Project would result in inadequate parking supply during the Friday P.M. peak period.

Chapter 6 Final EIR Introduction

This Final Subsequent Environmental Impact Report (Final SEIR) has been prepared pursuant to requirements of the *California Environmental Quality Act* (CEQA)[322] and the CEQA Guidelines[323] for the South Los Angeles Area New High School No. 3 project ("Proposed Project"), State Clearinghouse Number 2005031013. The Final SEIR includes: the Draft SEIR with changes shown in ~~strikethrough~~ for deletions and ***bold and italics*** for additions (Chapters 1 through 5, 11 and 12); a description of the Community Outreach and Public Review Process for preparing and receiving comments on the Draft SEIR (Chapter 7); Response to Comments, which includes LAUSD's responses to all written comments received by agencies, private organizations, and the public, as well as verbal comments taken at a public meeting held for the Draft SEIR (Chapter 8); and the Mitigation Monitoring and Reporting Program (Chapter 9), which lists all the mitigation measures required for implementation of the project, the phase in which the measures will be implemented, and the enforcement agency responsible for compliance.

6.1 ENVIRONMENTAL REVIEW PROCESS

In accordance with the requirements of CEQA Guidelines Section 15162 and based on the findings of the Initial Study (IS), the Los Angeles Unified School District (LAUSD) determined that a Draft SEIR should be prepared to analyze the potential impacts associated with the proposed South Los Angeles Area New High School No. 3.

On March 29, 2007, the LAUSD distributed the IS and a Notice of Preparation (NOP) describing the Proposed Project and potential environmental affects, and determined that LAUSD would prepare a Draft SEIR. As listed in Appendix A, the IS/NOP was distributed to the State Clearinghouse and various other local agencies and organizations. The NOP was sent to individuals within a 300-foot radius of the proposed project site. In accordance with the requirements of CEQA, LAUSD provided a 30-day scoping/comment period between March 29, 2007 and April 27, 2007, and requested stakeholders to identify specific topics of environmental concern that should be studied in the Draft SEIR. One scoping meeting was held on April 10, 2007 to provide the public an opportunity to comment on the project and raise any additional concerns or issues that should be addressed in the Draft SEIR.

The Draft SEIR was prepared and circulated for a 45-day public review period as required by CEQA, beginning October 23, 2007, and ending December 6, 2007. As listed in Appendix A, the Notice of Availability (NOA) and the Draft SEIR was distributed to the State Clearinghouse and various other local agencies and organizations. The NOA was sent to individuals within a 300 foot radius of the proposed project site. During the 45-day public review period, LAUSD received written comments on the Draft SEIR. A public meeting was held on November 8, 2007 to present the conclusions of the Draft SEIR and provide an opportunity for the public to comment on the Draft SEIR. The CEQA Guidelines require that the Lead Agency responsible for the preparation of the EIR evaluate comments on environmental issues received from parties who reviewed the Draft SEIR and prepare a written response

[322] *California Environmental Quality Act* (CEQA), Public Resources Code (PRC), §21000 et seq., 2006.
[323] CEQA Guidelines, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, §15000 et seq., 2006.

addressing each of the comments.[324] These responses to comments are provided in Chapter 8 of this Final SEIR.

This Final SEIR assembles in one document, all of the environmental information and analysis prepared for the Proposed Project, including comments on the information and analysis contained in the Draft SEIR, and responses by LAUSD to those comments. The intent of the Final SEIR is to provide a forum to address comments pertaining to the information and analysis contained within the Draft SEIR and to provide an opportunity for clarifications, corrections, or minor revisions to the Draft SEIR, as needed.

[324] Ibid., §15088.

Chapter 7 Community Outreach and Public Review Process

Information about the environmental document, public review periods, and public meetings were distributed to the surrounding community using three methods: the Notice of Preparation (NOP) and Notice of Availability (NOA) were mailed (see Appendix F), an informational flier was hand delivered; and each notice was published in newspaper legal section (see Appendix G). The NOP and NOA were printed in English and Spanish and included information on where to view the Initial Study (IS) and Draft EIR, how to comment on the IS and Draft EIR, and when and where public meetings would be held. The public review period for the NOP/IS (see Appendix A) was from March 29, 2007 to April 27, 2007, and the public review period for the Draft SEIR was from October 23, 2007, to December 6, 2007.

Two public meetings on the CEQA document were held. One public meeting was held on April 10, 2007, during the 30-day review period of the NOP/IS and one public meeting was held on November 8, 2007 during the 45-day review period of the Draft SEIR. The two public meetings were held at the Budlong Avenue Elementary School Auditorium located at 5940 S. Budlong Avenue in Los Angeles, CA.

7.1 NOTICE OF PREPARATION (NOP)

Per CEQA Guidelines Section 15082, a NOP was prepared. Public outreach for the IS/NOP included distribution of the NOP using the following methods:

7.1.1 Newspaper Publications

- Published legal announcement of the NOP in the *Los Angeles Sentinel* (English)
- Published legal announcement of the NOP in *La Opinión* (Spanish)

7.1.2 U.S. Postal Mail

- Residences and businesses within 300 feet of the Proposed Project site, 1,250 NOPs
- Interested agencies/organizations, 43 NOPs

7.1.3 Notes Sent Home With Students at the Following Schools

- Manual Arts High School – 4,000 fliers
- Muir Middle School – 2,500 fliers
- Budlong Elementary School – 1,500 fliers
- 52nd Street Elementary School – 1,000 fliers
- Alexander Jr. Science Center School – 800 fliers
- Foshay Learning Center – 1,200 fliers
- Martin Luther King, Jr. Elementary School – 1,100 fliers
- Menlo Ave. Elementary School – 1,000 fliers
- Mack Elementary School – 550 fliers
- Normandie Ave. Elementary School – 1,000 fliers
- Parks/Huerta Primary Center – 120 fliers

- Weemes Elementary School – 900 fliers

7.1.4 Notices Walked Door-to-Door

- 2,500 fliers walked door-to-door within ½-mile radius of W. 60th Street and South Hoover Street
- 2,500 fliers walked door-to-door within ½-mile radius of Budlong Elementary School

7.1.5 Notices Delivered at Key Community Places

- New Philadelphia Missionary Baptist Church – 250 fliers
- Mt. Carmel Recreation Center – 250fliers
- Saint Raphael Catholic Church – 500 fliers
- Nativity Catholic Church –500 fliers
- Mark Ridley Thomas Constituent Service Center –200 fliers
- Southern California Library for Social Studies & Research –100 fliers
- YMCA at 816 W. 51st Street –150 fliers
- Vermont Square Branch of LA City Library –100 fliers
- Jan Perry District Office – 200 fliers
- Saint Cecilia Catholic Church – 500 fliers
- Mount Moriah Baptist Church of Los Angeles – 500 fliers
- Figueroa Church of Christ – 250 fliers

7.1.6 Notices Delivered Through Radio, Broadcast, and/or Electronic Media

Emailed to the following elected officials:

- Marguerite Poindexter LaMotte, LAUSD School Board Member
- Carol Truscott, Local District 7 Superintendent
- Mark Ridley Thomas, State Senator
- Mike Davis, State Assembly Member
- Maxine Waters, U.S. Congress Member
- Yvonne Burke, LA County Board of Supervisors
- Jan Perry, LA City Council Member
- Carol White, Voices of 90037 Neighborhood Council
- Michael Urena, Empowerment Congress North Area Neighborhood Council
- Adriana McNally, LAUSD Local District 7 High School Director
- Scott Braxton, LAUSD Local District 7 High School Director
- Hector Sanchez, Community Coalition
- Blazers Youth Group
- Jaime Huerta, One LA (Parents for Leadership)

7.2 INITIAL STUDY AND NOP

The IS/NOP was sent to the Office of Planning and Research, State Clearinghouse for distribution to State agencies. During the public scoping period, the IS/NOP was made available for review at the following locations:

- LAUSD Office of Environmental Health and Safety, 1055 West 7th Street, 9th Floor, Los Angeles
- LAUSD Local District 7 Office, 10616 S. Western Avenue, Los Angeles
- Manual Arts High School, 413 S. Vermont Avenue, Los Angeles
- John Muir Library, 1005 W. 64th Street, Los Angeles
- Muir Middle School, 5929 S. Vermont Avenue, Los Angeles

The IS/NOP was also posted online at: http://laschools.org/find-a-school

7.3 NOTICE OF AVAILABILITY OF A DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Upon completion of the Draft SEIR, and in accordance with CEQA Guidelines Section 15087(a), the NOA was prepared. Public outreach for the Draft SEIR included distribution of the NOA using the following methods:

7.3.1 Newspaper Publications

- Published the NOA in the legal announcement section of the *Los Angeles Sentinel* (English)
- Published the NOA in the legal announcement section of *La Opinión* (Spanish)

7.3.2 U.S. Postal Mail

- Residences and businesses within 300 feet of the Proposed Project site, 1,250 NOPs
- Interested agencies/organizations, 43 NOPs

7.4 DRAFT SEIR

The Draft SEIR was sent to the Office of Planning and Research, State Clearinghouse for distribution to State agencies. During the public review period, the Draft SEIR was made available for review at the following locations:

- LAUSD Office of Environmental Health and Safety, 1055 West 7th Street, 9th Floor, Los Angeles
- LAUSD Local District 7 Office, 10616 S. Western Avenue, Los Angeles
- Manual Arts High School, 413 S. Vermont Avenue, Los Angeles
- John Muir Library, 1005 W. 64th Street, Los Angeles
- Muir Middle School, 5929 S. Vermont Avenue, Los Angeles

The Draft SEIR was also posted online at: http://laschools.org/find-a-school

7.5 COMMUNITY OUTREACH DISTRIBUTION AND MEETINGS

An informational flier was printed in both English and Spanish and included the date, time, and location of the public meeting on the Draft SEIR. The following provides details of the distribution of fliers to the community.

7.5.1 Notices Sent By U.S. Postal Mail:

- 900 flyers including previous attendees

7.5.2 Notices Sent Home With Students at the Following Schools:

- Muir Middle School – 2,500 fliers
- Budlong Elementary School (summer school) – 250 fliers
- 52nd Street Elementary School (summer school) – 250 fliers
- Normandie Avenue Elementary School (summer school) – 1,250 fliers
- Menlo Avenue Elementary School – 1,250 fliers
- Martin Luther King Jr. Elementary School (summer school) – 250 fliers
- Manual Arts High School – 4,000 fliers
- Alexander Jr. Science Center (summer school) – 250 fliers
- Foshay Learning Center – 3,500 fliers
- Weemes Elementary School (summer school) – 250 fliers
- Mack Elementary School (summer school) – 250 fliers
- Vermont Ave. Elementary School (summer school) – 350 fliers
- Norwood Street Elementary School (summer school) – 250 fliers
- Raymond Ave. Elementary School (summer school) – 250 fliers

7.5.3 Notices Walked Door-to-Door Within ½-mile Radius of the Following Locations:

- 2,500 fliers walked door-to-door within ½-mile radius of W. 60th Street and South Hoover Street
- 2,500 fliers walked door-to-door within ½-mile radius of Budlong Elementary School

7.5.4 Notices Delivered at Key Community Places:

- Saint Cecilia Catholic Church – 500 fliers
- Vermont Square Library – 100 fliers
- John Muir Library – 200 fliers
- LA City South/Southwest Parks Office at Mt. Carmel Recreation Center – 500 fliers
- Mark Ridley Thomas Constituency Center – 500 fliers
- Southern California Library – 150 fliers
- Nativity Catholic Church – 500 fliers
- YMCA (Challengers on Vermont) – 250 fliers
- Jan Perry Regional Office – 250 fliers
- Figueroa Church of Christ – 500 fliers
- Mt. Moriah Missionary Baptist Church – 500 fliers
- New Philadelphia Missionary Baptist Church – 300 fliers
- Opportunities for Learning Charter High School – 200 fliers
- Iglesia Pentecostes El Verbo de Dias – 100 fliers
- Saint Raphael Catholic Church – 500 fliers

7.5.5 Notices Delivered Through Radio, Broadcast, Print and/or Electronic Media

E-mailed to the following elected officials:

- Marguerite Poindexter LaMotte, LAUSD School Board Member
- Carol Truscott, Local District 7 Superintendent

- Mark Ridley Thomas, State Senator
- Mike Davis, State Assembly Member
- Maxine Waters, U.S. Congress Member
- Yvonne Burke, LA County Board of Supervisors
- Jan Perry, LA City Council Member
- Carol White, Voices of 90037 Neighborhood Council
- Michael Urena, Empowerment Congress North Area Neighborhood Council
- Adriana McNally, LAUSD LD7 High School Director
- Scott Braxton, LAUSD LD7 High School Director
- Robert Garcia, Bond Oversight Committee
- Scott Folsom, Bond Oversight Committee

Chapter 8 Response to Comments

This chapter includes written comments received on the Draft SEIR, verbal comments received at the public meeting, and LAUSD's response to each comment.

8.1 INTRODUCTION

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the Draft SEIR are excerpted in this document, the sections are shown indented. Table 8-1, below, provides a list of agencies and persons that submitted comments on the Draft SEIR during the public review period.

Table 8-1 List of Agencies and Persons Submitting Comments

Comment Reference	*Commenting Agency/Person*	*Date of Comment*	*Page*	*Type of Comment*
A	Governor's Office of Planning and Research	12/07/07	8-2	L
B	Native American Heritage Commission	11/08/07	8-7	L
C	Southern California Association of Governments	11/15/07	8-10	L
D	LA County Metropolitan Transportation Authority	12/05/07	8-12	L
E	City of Los Angeles Department of Transportation	12/07/07	8-15	L
F	Public Hearing Comments	11/08/07	8-27	V

L = Letter; V = Verbal

8.2 COMMENTS AND RESPONSES

Letter A

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

December 7, 2007

Gwenn Godek
Los Angeles Unified School District
1055 West 7th Street, 9th Floor
Los Angeles, CA 90017

Subject: South Los Angeles Area New High School No. 3
SCH#: 2005031013

Dear Gwenn Godek:

The State Clearinghouse submitted the above named Subsequent EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 6, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

A-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

Letter A

SCH# 2005031013
Project Title South Los Angeles Area New High School No. 3
Lead Agency Los Angeles Unified School District

Type SBE Subsequent EIR

Description Acquisition of 9 acres in addition to an already 6 acres part of the original project; various street and alley vacations between South Hoover Street and Menlo Avenue; and demolition of existing structures. Consists of multiple 1- to 4-story buildings encompassing approximately 200,000 square feet of building area. School classrooms and administration area to be located primarily along 60th Street; to include 75 classrooms, a library, food services, a multi-purpose room, team rooms, underground parking, and a football stadium with 1,500 seats. In addition, the campus would include hardcourts and playfields, which may include lights.

Lead Agency Contact

Name Gwenn Godek
Agency Los Angeles Unified School District
Phone (213) 893-7408 **Fax**
email
Address 1055 West 7th Street, 9th Floor
City Los Angeles **State** CA **Zip** 90017

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets NW corner of Menlo Avenue and 60th Street
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 110
Airports
Railways
Waterways
Schools
Land Use Land Uses: Residential/Commercial
Zoning: Two Family Residential (R2-1) and Commercial (C2-1VL)
General Plan: Low Medium I Residential and General Commercial

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Cumulative Effects; Noise; Toxic/Hazardous; Traffic/Circulation

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

Date Received 10/23/2007 **Start of Review** 10/23/2007 **End of Review** 12/06/2007

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

STATE OF CALIFORNIA — Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

November 8, 2007

Clev 12.6.07 e

RECEIVED
NOV 14 2007
STATE CLEARING HOUSE

Ms. Gwenn Godek, Senior CEQA Project Manager
LOS ANGELES UNIFIED SCHOOL DISTRICT
1055 W. 7th Street, 9th Floor
Los Angeles, CA 90017

Re: SCH#2005031013; CEQA Notice of Completion; Subsequent Environmental Impact Report (SEIR) for South Los Angeles Area New High School No. 3; Los Angeles Unified School District; Los Angeles County, California

Dear Ms. Godek:

The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.ohp.parks.ca.gov/1068/files/IC%20Roster.pdf The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section; .

- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

A-2

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.
√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning and implementation

A-2

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Response to Comment Reference A: Governor's Office of Planning and Research

A-1 Comment noted. The letter from the Native American Heritage Commission (NAHC) that was attached to this comment letter (Letter A) was also received under separate cover and is listed and addressed as Letter B of this chapter.

STATE OF CALIFORNIA — Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

November 8, 2007

Ms. Gwenn Godek, Senior CEQA Project Manager
LOS ANGELES UNIFIED SCHOOL DISTRICT
1055 W. 7th Street, 9th Floor
Los Angeles, CA 90017

Re: SCH#2005031013; CEQA Notice of Completion; Subsequent Environmental Impact Report (SEIR) for South Los Angeles Area New High School No. 3; Los Angeles Unified School District; Los Angeles County, California

Dear Ms. Godek:

The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action: B-1

√ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.ohp.parks.ca.gov/1068/files/IC%20Roster.pdf The record search will determine: B-2

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure. B-3
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section; . B-4

- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. B-5
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. B-6

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. B-7

√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning and implementation B-8

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Native American Contacts
Los Angeles County
November 8, 2007

Letter B

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor Gabrielino Tongva
Los Angeles , CA 90021
office @tongvatribe.net
(213) 489-5001 - Officer
(909) 262-9351 - cell
(213) 489-5002 Fax

Ti'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C Gabrielino
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
5450 Slauson, Ave, Suite 151 PMB Gabrielino Tongva
Culver City , CA 90230
gtongva@verizon.net
562-761-6417 - voice
562-925-7989 - fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Adminstrator
4712 Admiralty Way, Suite 172 Gabrielino Tongva
Marina Del Rey , CA 90292
310-570-6567

Gabrieleno/Tongva San Gabriel Band of Mission
Indians - Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed sCH#2005031013; CEQA Notice of Completion; Subsequent Environmental Impact Report (SEIR) for South Los Angeles Area New High School No. 3; Los Angeles Unified School District; Los Angeles County, California.

Response to Comment Reference B: Native American Heritage Commission

B-1 This comment presents a summary of the CEQA requirements regarding historical resources, as they pertain to South Los Angeles Area New High School No. 3.

B-2 In accordance with CEQA guidelines and as noted on page 39 of the IS/NOP (refer to Appendix A of the SEIR), the South Central Coastal Information Center (SCCIC) was contacted in order to attain information through the California Historical Resources Information System (CHRIS). An archival records check for historical sites was made at the SCCIC for a study area encompassing the Proposed Project site and an additional ½-mile "buffer zone" beyond the boundaries of the Proposed Project site.[325] According to the report, no historical landmarks or archaeological sites exist in the Proposed Project area.

B-3 According to the results of the CHRIS records search, an archaeological inventory search is not required for development of the Proposed Project site. The results of the CHRIS records search are summarized on pages 39 and 40 of the IS/NOP prepared for the Proposed Project (refer to Appendix A of the SEIR).

B-4 A Sacred Lands File (SLF) search for records within the boundaries and vicinity of the Proposed Project site was requested from NAHC in April 2005, which included a request for information regarding tribal contacts in the Proposed Project vicinity. A letter from NAHC, dated May 12, 2005, in response to the SLF search, found no known Native American cultural resources in the area.

B-5 As noted on pages 39 and 40 of the IS/NOP (refer to Appendix A of the SEIR), implementation of the Proposed Project would not cause a substantial adverse change in the significance of an archaeological resource, since the Proposed Project site has previously been subject to grading and other ground disturbing activities. Therefore, remains of archaeological value are not anticipated to be present on the Proposed Project site. However, if archaeological resources are discovered during construction, LAUSD shall implement standard procedures, as identified in the PEIR, for evaluating and appropriately treating the archaeological resources.

B-6 As noted in the Initial Study, it is not anticipated that implementation of the Proposed Project would disturb any human remains, including those interred outside of formal cemeteries, since the Proposed Project site has been previously disturbed. Therefore, remains are not expected to be present at the Proposed Project site. However, if human remains were to be discovered during construction, LAUSD shall implement the process specified by Section 7050.5 of the California Health and Safety Code. The Los Angeles County Coroner would be notified, and no further disturbance of the immediate site would occur until the County Coroner has made the necessary findings as to the human remains' origin and disposition.

[325] South Central Coastal Information Center, California Historical Information System, California State University Fullerton. Written communication RE: LAUSD South Los Angeles High School No. 3 (Records Check), January 15, 2007.

B-7 Health and Safety Code §7050.5, Public Resources Code §5097.98, and §15064.5(d) of the CEQA Guidelines would be followed accordingly, in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

B-8 During the course of project planning and implementation, the LAUSD shall follow all applicable requirements with regard to the discovery of significant cultural resources at the Proposed Project site, in accordance with §15370 of the CEQA Guidelines.

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Imperial County: Victor Carrillo, Imperial County • Jon Edney, El Centro

Los Angeles County: Yvonne B. Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Richard Alarcón, Los Angeles • Jim Aldinger, Manhattan Beach • Harry Baldwin, San Gabriel • Tony Cardenas, Los Angeles • Stan Carroll, La Habra Heights • Margaret Clark, Rosemead • Gene Daniels, Paramount • Judy Dunlap, Inglewood • Rae Gabelich, Long Beach • David Gafin, Downey • Eric Garcetti, Los Angeles • Wendy Greuel, Los Angeles • Frank Gurulé, Cudahy • Janice Hahn, Los Angeles • Isadore Hall, Compton • Keith W. Hanks, Azusa • José Huizar, Los Angeles • Jim Jeffra, Lancaster • Tom LaBonge, Los Angeles • Paula Lantz, Pomona • Barbara Messina, Alhambra • Larry Nelson, Artesia • Paul Nowatka, Torrance • Pam O'Connor, Santa Monica • Bernard Parks, Los Angeles • Jan Perry, Los Angeles • Ed Reyes, Los Angeles • Bill Rosendahl, Los Angeles • Greig Smith, Los Angeles • Tom Sykes, Walnut • Mike Ten, South Pasadena • Tonia Reyes Uranga, Long Beach • Antonio Villaraigosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Herb J. Wesson, Jr., Los Angeles • Dennis Zine, Los Angeles

Orange County: Chris Norby, Orange County • Christine Barnes, La Palma • John Beauman, Brea • Lou Bone, Tustin • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Troy Edgar, Los Alamitos • Paul Glaab, Laguna Niguel • Robert Hernandez, Anaheim • Sharon Quirk, Fullerton

Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

Ventura County: Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Tribal Government Representative: Andrew Masiel, Sr., Pechanga Band of Luiseño Indians

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

San Bernardino Associated Governments: Paul Leon

Ventura County Transportation Commission: Keith Millhouse, Moorpark

10/24/07

November 15, 2007

Ms. Gwenn Godek
Senior CEQA Project Manager/Consultant
Los Angeles Unified School Disrtrict
Office of Environmental Health and Safety
1055 W. 7th Street, 9th Floor
Los Angeles, CA 90017

RE: SCAG Clearinghouse No. I 20070643 South Los Angeles Area New High School No. 3

Dear Ms. Godek:

Thank you for submitting the **South Los Angeles Area New High School No. 3** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **South Los Angeles Area New High School No. 3**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

C-1

A description of the proposed Project was published in SCAG's **October 16-31, 2007** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1857. Thank you.

Sincerely,

LAVERNE JONES, Planning Technician
Program Development and Evaluation Division

Doc #141741

Response to Comment Reference C: Southern California Association of Governments

C-1 As stated in the comment letter, the Proposed Project (State Clearinghouse No. 2005031013) is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and CEQA Guidelines Section 15206. It has been noted that a description of the Proposed Project was published in SCAG's October 16-31, 2007, Intergovernmental Review Clearinghouse Report for public review and comment. The Proposed Project title and SCAG Clearinghouse number will be used in all correspondence with SCAG concerning the Proposed Project.

Letter D

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

December 5, 2007

Gwenn Godek
Los Angeles Unified School District
1055 West 7th St, 9th Floor
Los Angeles, CA 90017

Dear Ms. Godek:

Thank you for the opportunity to comment on the re-circulated Draft Environmental Impact Report (DEIR) for South Los Angeles Area New High School No. 3. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning a number of issues in relation to the proposed project:

1. Metro Bus Line 108/358, which has bus stops at the intersection of Slauson Avenue and Hoover Street, is likely to be the most heavily-utilized line by the students due to its close proximity to the proposed school. The route will not be deviated to serve the school as a route deviation would delay passengers already on board. D-1

2. LAUSD should be prepared to provide "Safe Passage" to and from the Line 108/358 bus stops on Slauson Avenue. LAUSD should consider constructing a gate or pedestrian bridge near the northeast corner of campus to allow bus riders the shortest possible walk to Slauson Avenue and Hoover Street. D-2

3. Metro will be undertaking an Alternatives Analysis of the Harbor Subdivision which includes the at-grade tracks on West Slauson Avenue segment, near the northern boundary of the school site. Although no rail transit service is contemplated in the short-term, there is potential that this track could provide increased passenger rail activity in the future. D-3

4. Metro encourages LAUSD to coordinate design efforts with the California Public Utilities Commission due to the proposed project's proximity to BNSF Rail Company right-of-way on Menlo Avenue and 60th Street. The PUC is concerned about the potential for increased congestion due to both pedestrian and traffic activity in proximity to seven at-grade railroad crossings near the project site. D-4

Metro looks forward to reviewing the Final EIR. If you have any questions regarding this response, contact me at 213-922-6908 or by email at chapmans@metro.net. Please send the Final EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,

Susan F. Chapman
Program Manager, Long Range Planning

Response to Comment Reference D: Los Angeles County Metropolitan Transportation Authority

D-1 The Metropolitan Transportation Authority (MTA) states that the existing Metro Bus Line 108/358 will not be altered to accommodate the Proposed Project. It should be noted that the SEIR does not identify the alteration of Metro Bus Line 108/358 as necessary to accommodate the Proposed Project, nor does LAUSD have any current plans to request such a route modification from MTA. The comment is noted.

D-2 As described in Subchapter 3F, Pedestrian Safety, a pedestrian safety study was conducted in the area for the Proposed Project to determine potential safety hazards. The analysis in this Final SEIR concludes that there are sufficient safety features in place to allow access to and from the campus to major transit routes, including Metro Bus Lines 108 and 358.

D-3 Comment noted. Should MTA initiate the planning and design of such at-grade tracks in the area of the Proposed Project, LAUSD would request that MTA coordinate with LAUSD to ensure safe passage of students to and from schools in the area, including the Proposed Project.

D-4 The Final SEIR analyzed project-related impacts on traffic in the vicinity of the Proposed Project in Subchapter 3G, Transportation and Traffic. Specifically, analysis of traffic-related impacts on pages 3G-14 through 3G-30 conclude that impacts at intersections and level of service along road segments can be reduced to less than significant levels with the mitigation measures incorporated in this Final SEIR. It should also be noted that the Notice of Completion sent to the California Office of Planning and Research (OPR) requested a copy of the SEIR to be sent to the California Public Utilities Commission (PUC) for their review and comment. To date, the PUC has not submitted any comments/concerns regarding the location, design, or size of the Proposed Project.

Letter E

CITY OF LOS ANGELES
CALIFORNIA

Rita Robinson
GENERAL MANAGER

DEPARTMENT OF TRANSPORTATION
100 S. Main Street, 10th Floor
LOS ANGELES, CA 90012
213-972-8470
FAX 213-972-8410

ANTONIO VILLARAIGOSA
MAYOR

REVISED

60th St & Hoover St
DOT Case No. CEN 07-4180

December 7, 2007

Gwen Godek, CEQA Project Manager/Consultant
Los Angeles Unified School District
Office of Environmental Health and Safety
1055 West 7th Street 9th Floor
Los Angeles, CA 90017

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE PROPOSED LOS ANGELES UNIFIED SCHOOL DISTRICT'S (LAUSD) SOUTH LOS ANGELES AREA NEW HIGH SCHOOL NO. 3 LOCATED ON THE NORTHEAST CORNER OF 60TH STREET AND HOOVER STREET

The Los Angeles Department of Transportation (LADOT) has reviewed the DEIR for the proposed South Los Angeles Area New High School No. 3, dated October 2007, prepared by PBS & J, and the supporting traffic study, prepared by traffic consultant, KOA Corporation. The project is located on the northeast corner of 60th Street and Hoover Street.

DOT has determined that the DEIR adequately responded to our attached comment letter regarding the original traffic study, dated June 13, 2007. As indicated in the DOT letter, the traffic study analyzed eight intersections and determined that four of the study intersections would be significantly impacted. Except as noted, the DEIR adequately evaluated the project's anticipated impacts on the surrounding community.

E-1

DISCUSSION AND FINDINGS

Project Description

The project consists of the construction of a new high school which will provide 2,025 two-semester seats for grades nine through twelve. The new school will provide 75 classrooms, including 15 classrooms for adult evening education. The site is currently occupied by single-family, multi-family, retail, and industrial uses. All of these will be replaced by the new school. The school will provide 190 parking spaces. Access is proposed via a two-way driveway on the un-vacated portion of 58th Place west of Hoover Street, a one-way driveway on Hoover Street opposite 59th Street, and a delivery/service vehicle driveway also on Hoover Street. Parent loading/unloading will be provided on 60th Street and bus loading/unloading will be provided on Menlo Avenue. The school is expected to be completed by Year 2012.

Six alternatives to the project were proposed. Four were eliminated and the following two alternatives were discussed in the DEIR:

1. No Project Alternative: The proposed high school would not be constructed. This alternative would create no new trips and result in no significant impacts.

2. Reduced Project Alternative: This alternative involved the construction and operation of a smaller high school on a portion of the Proposed Project site. In general, this alternative involved the construction of a high school that would require 25 percent less land area and would have75 percent of the capacity of the Proposed Project. This alternative would reduce traffic impacts when compared to the Proposed Project. With a high school enrollment of 1,520 students, this alternative would generate a total of 593 new vehicle trips (not including existing use trips credits) during the A.M. peak hour. Compared to the Proposed Project (which would generate 790 new trips), this alternative would result in 197 fewer trips during the A.M. peak hour. Fewer total daily trips would also occur due to a reduced project. Therefore, potential impacts of this alternative would be less than the Proposed Project.

E-1

Trip Generation

The project will generate approximately 721 net AM peak hour trips and 427 net PM peak hour trips (see Attachment 3).

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Sincerely,

MIKE BAGHERI, Transportation Engineer
Los Angeles Department of Transportation

Attachment

c: Greg Fischer, Council District No. 9
Martha Stephenson, Central District, LADOT
Taimour Tanavoli, Citywide Planning Coordination Section, LADOT
Hadar Plafkin, City Planning
Carl Mills, Central District, BOE
Katz, Okitsu and Associates

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CITY OF LOS ANGELES
CALIFORNIA

Rita Robinson
GENERAL MANAGER

ANTONIO VILLARAIGOSA
MAYOR

DEPARTMENT OF TRANSPORTATION
100 S. Main Street, 10th Floor
LOS ANGELES, CA 90012
213-972-8470
FAX 213-972-8410

60th St & Hoover St
DOT Case No. CEN 07-4180

October 4, 2007

Hoan Tang
Los Angeles Unified School District
Office of Environmental Health and Safety
355 S. Grand Avenue, 15th Floor
Los Angeles, CA 90071

TRAFFIC ASSESSMENT FOR THE PROPOSED LOS ANGELES UNIFIED SCHOOL DISTRICT'S (LAUSD) SOUTH LOS ANGELES AREA NEW HIGH SCHOOL NO. 3 LOCATED ON THE NORTHEAST CORNER OF 60TH STREET AND HOOVER STREET

The Los Angeles Department of Transportation (LADOT) has reviewed the traffic study, prepared by traffic consultant KOA Corporation, for the proposed South Los Angeles Area New High School No. 3 project located on the northeast corner on 60th Street and Hoover Street. The traffic study analyzed eight intersections and determined that four of the study intersections would be significantly impacted (see Attachments 1 and 2). Except as noted, the study adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

Project Description

The project consists of the construction of a new high school which will provide 2,025 two-semester seats for grades nine through twelve. The new school will provide 75 classrooms, including 15 classrooms for adult evening education. The site is currently occupied by single-family, multi-family, retail, and industrial uses. All of these will be replaced by the new school. The school will provide 190 parking spaces. Access is proposed via a two-way driveway on the un-vacated portion of 58th Place west of Hoover Street, a one-way driveway on Hoover Street opposite 59th Street, and a delivery/service vehicle driveway also on Hoover Street. Parent loading/unloading will be provided on 60th Street and bus loading/unloading will be provided on Menlo Avenue. The school is expected to be completed by Year 2012.

Trip Generation

The project will generate approximately 721 net AM peak hour trips and 427 net PM peak hour

trips (see Attachment 3).

Significant Traffic Impact Locations

The proposed new school project will experience significant traffic impacts at the following intersections:

1. Slauson Avenue and Vermont Avenue
2. Menlo Avenue and Slauson Avenue
3. Hoover Street and Slauson Avenue
4. 60th Street and Vermont Avenue

PROJECT REQUIREMENTS

A. Slauson Avenue and Vermont Avenue
Hoover Street and Slauson Avenue

The project shall fund a proportionate share of the cost of the design and construction of the Hyde Park East ATSAC/ATCS System to fully mitigate the impact at the intersections listed above. The project's proportionate share of the cost of the ATSAC/ATCS System is equal to the average ATSAC/ATCS System cost per intersection. The current cost of the Hyde Park East ATSAC/ATCS System is $153,100 per intersection. ATSAC/ATCS improvements shall be guaranteed through cash payment of $306,200, prior to the issuance of any building permit. ATSAC/ATCS improvements are reviewed and adjusted periodically. The actual cost may change depending on when payment is made.

B. Menlo Avenue and Slauson Avenue
60th Street and Vermont Avenue

Install new traffic signals at the locations above to replace the existing stop controlled intersections.

If new traffic signals are found to be warranted by the LADOT Central District office, the developer shall pay the cost of planning, design, and construction of the new traffic signals through the Bureau of Engineering (BOE) B-permit process. The proposed improvement, if approved, would mitigate the impact to a level of insignificance.

C. Neighborhood Traffic Management Plan (NTMP)

The study indicated that residential street segments surrounding the project may experience adverse impacts from the project related trips and it recommended that LAUSD contribute towards a NTMP. LADOT supports the concept of a NTMP. The exact amount of funding will be determined by LADOT to cover the cost to plan, develop and implement traffic calming measures. The plan should include a separate amount of monies for implementation of a preferential parking district if requested by the neighborhood and found warranted by LADOT. The actual amount of funding for the NTMP and preferential parking program are still to be determined.

D. Special Event Parking

The traffic study indicated that during a special event the school would have a parking demand of approximately 425 parking spaces. 190 parking spaces are available on-site. LAUSD proposes to use available on-street parking spaces to meet the parking demand for special events. DOT has determined that there is a potential parking impact on the residential neighborhoods surrounding the school site.

E. Construction Impacts

LADOT recommends that a construction work site traffic control plan be submitted to LADOT 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. LADOT also recommends that all construction related traffic be restricted to off-peak hours.

F. School Signs, School Crosswalks, Passenger and School Bus Loading Zones, Pedestrian Routes to School Map and Crossing Guards

Six months prior to opening of the new school, LAUSD should contact LADOT's Citywide Traffic Control Programs Section telephone (213) 977-6737 for preparation of a "Pedestrian Routes to School" map. Also that four months prior to opening of the new school, LAUSD's School Traffic and Safety Education Section shall contact LADOT's Central District Office, telephone (213) 972-4990, to coordinate the installation of appropriate traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones. LADOT's District Office in consultation with LAUSD, shall determine what signs, pavement markings, parking restrictions and loading zones shall be installed.

G. Highway Dedication and Street Widening Requirements

Hoover Street is classified as a Secondary Highway which requires a 35-foot half-width roadway on a 45-foot half-width right-of-way.

60th Street is classified as a Collector Street which requires a 22-foot half-width roadway on a 32-foot half-width right-of-way.

58th Place and Menlo Avenue is classified as a Local Streets which require a 20-foot half-width roadway on a 30-foot half-width right-of-way.

It appears that additional highway dedication and street widening may be required for streets fronting the proposed project. LAUSD 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.

H. Improvement and Mitigation Measures Implementation

Unless otherwise specified, the proposed mitigation measures and improvements shall

be implemented through the Bureau of Engineering (BOE) B-Permit process. Construction of the improvements to the satisfaction of DOT and BOE must be completed before issuance of any certificate of occupancy. Should any improvement not receive required approval, the City may substitute an alternative measure of an equivalent cost and effectiveness. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, telephone (213) 928-9663, to arrange a pre-design meeting to finalize the proposed design needed for the project.

I. Parking Requirements

The project proposes 190 parking spaces for the school. LAUSD consult with the Los Angeles Building and Safety Department on the parking requirements.

J. Driveway Access and Circulation

The review of this study does not constitute approval of the driveway access circulation scheme, loading/unloading and drop-off/pick-up areas for the project. 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, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All driveways should be Case 2 driveways and 30 feet and 18 feet wide for two-way and one-way operations, respectively. The project's site plan is included as Attachment 4.

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Sincerely,

MIKE BAGHERI, Transportation Engineer
Los Angeles Department of Transportation

Attachments

Letters\CEN07-4180_south_la_area_hs_#3.wpd

cc: Greg Fischer, Council District No. 9
Martha Stephenson, Central District, LADOT
Taimour Tanavoli, Citywide Planning Coordination Section, LADOT
Hadar Plafkin, City Planning
Carl Mills, Central District, BOE
KOA Corporation

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTION[1]

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SIGNIFICANT TRANSPORTATION IMPACT CRITERIA

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table except as otherwise specified in a TSP, ICO or CMP:

SIGNIFICANT TRANSPORTATION IMPACT

Level of Service	Final V/C Ratio	Project-Related Increase In V/C
C	> 0.701 - 0.800	equal to or greater than 0.040
D	> 0.801 - 0.900	equal to or greater than 0.020
E, F	> 0.901	equal to or greater than 0.010

[1]Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.

Table 6 – Determination of Project Impacts - AM Peak Period

Weekday AM Peak Hour Intersection Conditions									
		Existing (2007) Conditions		Future (2012) Pre-Project Conditions		Future (2012) Post-Project Conditions		Diff vs. Pre Proj.	Signif?
ID#	Intersection	V/C	LOS	V/C	LOS	V/C	LOS		
1	Vermont Ave. & Slauson Ave.	0.745	C	0.838	D	0.944	E	0.106	**Yes**
2	Menlo Ave. & Slauson Ave. *	0.518	A	0.588	A	0.701	C	0.113	**Yes**
3	Hoover St. & Slauson Ave.	0.781	C	0.849	D	0.955	E	0.106	**Yes**
4	Vermont Ave. & 60th St. *	0.568	A	0.610	B	0.741	C	0.131	**Yes**
5	Menlo Ave. & 60th St. *	0.065	A	0.068	A	0.272	A	0.204	No
6	Hoover St. & 60th St.	0.379	A	0.398	A	0.453	A	0.055	No
7	Vermont Ave. & Gage Ave.	0.781	C	0.835	D	0.849	D	0.014	No
8	Hoover St. & Gage Ave.	0.826	D	0.870	D	0.887	D	0.017	No

** Unsignalized intersection. Level of service (LOS) was calculated based on LADOT policy, which allows for the use of the Circular 212 signalized methodology with a 20% reduction in lane capacity. This normalizes impacts based on project vehicle trip volumes and not existing congestion.*

Table 7 – Determination of Project Impacts - PM Peak Period

Weekday PM Peak-Hour Intersection Conditions									
		Existing (2007) Conditions		Future (2012) Pre-Project Conditions		Future (2012) Post-Project Conditions		Diff vs. Pre Proj.	Signif?
ID#	Intersection	V/C	LOS	V/C	LOS	V/C	LOS		
1	Vermont Ave. & Slauson Ave.	0.811	D	0.887	D	0.943	E	0.056	**Yes**
2	Menlo Ave. & Slauson Ave.	0.666	B	0.720	C	0.783	C	0.063	**Yes**
3	Hoover St. & Slauson Ave.	0.856	D	0.914	E	1.022	F	0.108	**Yes**
4	Vermont Ave. & 60th St. *	0.458	A	0.485	A	0.536	A	0.051	No
5	Menlo Ave. & 60th St. *	0.105	A	0.110	A	0.192	A	0.082	No
6	Hoover St. & 60th St.	0.350	A	0.367	A	0.456	A	0.089	No
7	Vermont Ave. & Gage Ave.	0.741	C	0.783	C	0.792	C	0.009	No
8	Hoover St. & Gage Ave.	0.762	C	0.801	D	0.809	D	0.008	No

** Unsignalized intersection. Level of service (LOS) was calculated based on LADOT policy, which allows for the use of the Circular 212 signalized methodology with a 20% reduction in lane capacity. This normalizes impacts based on project vehicle trip volumes and not existing congestion.*

Table 4 – Project Trip Generation Estimates

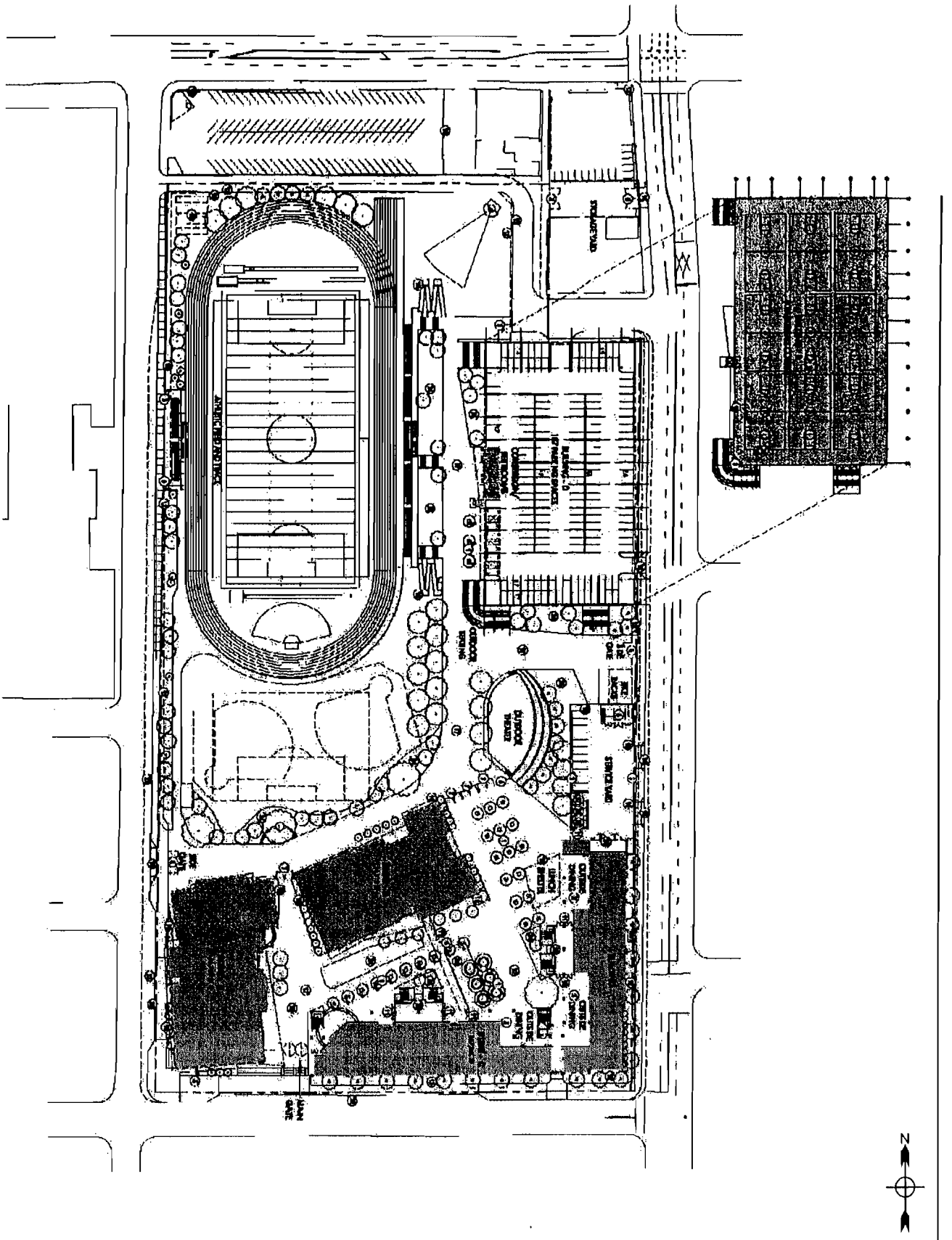
TRIP GENERATION RATES								
Land Use		Units	**Weekday AM Total**	Weekday AM IN	Weekday AM OUT	**Weekday PM Total**	Weekday PM IN	Weekday PM OUT
High School *		student	0.39	0.21	0.18	0.14	0.07	0.07
Adult School **		student	no a.m. operation			1 car per student, 45.5% driving		
Adult School **		staff	no a.m. operation			1 car per staff, 100% driving		
Single-Family Residential		1,000 sq.ft.	0.75	0.19	0.56	1.01	0.64	0.37
Multi-Family Residential		1,000 sq.ft.	0.51	0.10	0.41	0.62	0.40	0.22
Commercial Retail		1,000 sq.ft.	no a.m. operation			2.71	1.19	1.52
Light Industrial		1,000 sq.ft.	0.92	0.81	0.11	0.98	0.12	0.86
EXISTING USES (TRIP CREDITS)								
Land Use	Intensity	Units	**Weekday AM Total**	Weekday AM IN	Weekday AM OUT	**Weekday PM Total**	Weekday PM IN	Weekday PM OUT
Single-Family Residential	31	units	-23	-6	-17	-31	-20	-12
Multi-Family Residential	81	units	-41	-8	-33	-51	-33	-18
Specialty Retail	4.552	1,000 sq.ft.	0	0	0	-12	-5	-7
Light Industrial	4.730	1,000 sq.ft.	-4	-3	-1	-5	-1	-4
FORECAST TRIP GENERATION								
Land Use	Intensity	Units	**Weekday AM Total**	Weekday AM IN	Weekday AM OUT	**Weekday PM Total**	Weekday PM IN	Weekday PM OUT
High School	2,025	students	790	425	365	284	133	150
Adult School #	450	students	0	0	0	227	211	16
	15	staff	0	0	0	15	15	0
TOTALS:			**721**	407	314	**427**	301	126

** AM rates for high school taken from Memorandum of Cooperation (MOC), City of Los Angeles / LAUSD, June 2005; PM rates for high school taken from ITE Trip Generation. Student rates for the high school use provide total trips for students, staff, visitors, and other trips.*

*** The adult school would only operate during the p.m. peak hour. Rates taken from survey results of Parking Demand Study at LAUSD Skills Center, conducted by Walker Parking Consultants, May 2001. Rates of driving students and staff taken from study. Student out rate determined by "drop-off" category of survey - drop-off vehicles would depart the site during the p.m. peak-hour. Visitor trips were assumed to be equivalent to Skills Center facility.*

 # For purposes of p.m. trip generation, adult school staff, 15 staff members were assumed to be traveling to the site in the p.m. peak hour. Support staff would arrive before the peak hour and are therefore not included in this total.

B. Project Trip Distribution



Katz, Okitsu & Associates
Planning and Engineering

LAUSD South Los Angeles Area New High School #3

Figure 2
Project Site Plan

Response to Comment Reference E: City of Los Angeles Department of Transportation

E-1 As explained in further detail in Chapter 9, page 4-10 of the Final SEIR has been amended to reflect the correct AM peak hour trip generation of the Proposed Project. The remainder of this comment restates characteristics of the Proposed Project, as discussed in Chapter 2 of the SEIR.

South Los Angeles Area New High School No. 3
DRAFT SEIR PUBLIC MEETING SUMMARY

Date: *Thursday, November 8, 2007*

Time: *6:00P.M. – 7:15 P.M.*

Place: *Budlong Elementary School*

Subject: *Proposed South Los Angeles Area New High School No. 3*
CEQA Draft SEIR Public Meeting Summary

Participating Staff:

Gwenn Godek	*LAUSD, CEQA Senior Project Manager*
Krisztina Tokes	*LAUSD, Development Team Manager*
Greg Gomez	*LAUSD, Community Outreach*
Ruta Kshirsagar	*PBS&J, CEQA Consultant*
Julian Capata	*PBS&J, CEQA Consultant*

Public Meeting Overview:

Attendees were greeted by LAUSD staff, signed-in, and were given informational materials including an agenda, comment cards, and a printout of the slide (Power Point) presentation conducted during the meeting. The agenda and comment cards were provided in English, and Spanish. An interpreter was provided for Spanish speakers

Greg Gomez greeted the attendees and explained the purpose of the meeting. Krisztina Tokes briefly explained the primary components of the proposed project and the site design. Gwenn Godek then presented a background of the California Environmental Quality Act (CEQA) and the purpose of the environmental document prepared for the proposed project. Julian Capata provided the results of the Initial Study and then presented the summary of anticipated project environmental impacts, as discussed in the Draft Subsequent Environmental Impact Report (Draft SEIR). Following the presentation, questions and comments concerning the Draft SEIR and CEQA process were received and addressed by LAUSD staff.

ISSUE FOCUS	PUBLIC VERBAL COMMENTS	
CEQA Checklist Resource Areas		
Alternatives	• Jackie Perez asked if there was the potential for LAUSD to look at an alternate site where the new school could be located.	F-1
Other	• Jackie Perez would like to know if the community can take part in development of the new school's instructional program.	F-2
	• Jackie Perez would like to know exactly what was being approved by the Board of Education. The project? The environmental document?	F-3
	• Winnie Blough expressed having a difficult time understanding the presentation and wanted a copy of the notes that summarize the results of the Initial Study and Draft SEIR.	F-4
	• Abdoz Hernandez owns a house on the project site and expressed concern about relocation and wanted to know the next steps. He wants to know when LAUSD will be contacting him to start the relocation process.	F-5
	• Sara Johnson would like to know the area that the new school will be serving (general attendance area).	F-6
	• Sara Johnson would like to know if, in general, LAUSD high school's have nighttime football games.	F-7
	• As a tenant (and not a property owner) on the project site, Steve Sutton would like to know who he will be dealing with as part of the relocation process – directly with LAUSD or with the property owner?	F-8
	• Murial Rochelle would like to know whether or not occupants have options if they do not like where LAUSD wants to relocate them.	F-9

Response to Comment Reference F: Public Meeting Comments Regarding South Los Angeles Area New High School No. 3:

F-1 The Draft SEIR analyzed alternatives to the Proposed Project in Chapter 4, Alternatives Analysis. Alternatives considered and analyzed in the Draft SEIR included the No Project/No Build Alternative and the Reduced Project Alternative. The range of alternatives did not include an alternate site for the Proposed Project, due to the fact that an alternate site would not meet the objectives of the Proposed Project and would not lessen the impacts associated with the Proposed Project. Therefore, no alternate sites were analyzed in the Draft SEIR.

F-2 The comment does not address the content or scope of analysis in the Draft SEIR, however, the comment is noted.

F-3 At such time as the Board of Education considers certification of the Final SEIR, it will, at the same time, consider approval of the Proposed Project.

F-4 The comment does not address the content or scope of analysis in the Draft SEIR, however, a copy of the presentation materials, including a synopsis of the PowerPoint presentation, and the notes of the presenter were provided to the commenter.

F-5 The comment expresses the concerns of a resident of the Proposed Project site regarding the procedure associated with relocation and does not address the content or scope of analysis in the Draft SEIR, however, the comment is noted. As stated on page 67 of the Initial Study (Appendix A), LAUSD would implement its Relocation Assistance Program for any eligible residents located on the Proposed Project site.

F-6 The LAUSD identified a target area to relieve overcrowding at Manual Arts High School, located to the north of the Proposed Project. The target area was presented on Figure 2-1 in Chapter 2, Project Description and Environmental Setting in the Draft SEIR.

F-7 While not all high schools have night time football games, as described on page 2-10 in Chapter 2, Project Description, the proposed South Los Angeles New High School No. 3 would include nighttime sporting events in the football stadium, primarily between August and December.

F-8 Refer to Response to Comment F-5.

F-9 Refer to Response to Comment F-5.

Chapter 9 Changes to the Draft EIR

This errata section identifies changes made to the Draft EIR to correct or clarify the information contained in the document. Changes made to the Draft EIR are identified here in ~~strikeout text~~ to indicate deletions and in ***bold and italics*** to signify additions.

Cover and Title page

The document title has been amended as follows:

~~Draft~~***Final*** Environmental Impact Report

~~September~~ ***December*** 2007

Contents

Page iii, under Chapter 1, Item 1.3 has been amended to read:

1.3 ~~Draft~~***Final*** SEIR Organization

Page v, under Appendices, the following appendices have been added:

Appendix G Draft ***S***EIR Distribution List***/Public Notice of the Draft SEIR***

Executive Summary

Page ix, the second sentence of the first paragraph has been amended as follows:

The Proposed Project is intended to relieve school overcrowding consistent with the New School Construction Program and the Facilities Master Plan that are explained in Chapter 1 of this ~~Draft~~ Subsequent Environmental Impact Report (SEIR).

Page xii, the second full paragraph under "Proposed Project Impacts: has been amended as follows:

The SEIR focuses on those environmental impact categories identified by LAUSD as having "potentially significant" impacts during the notice of preparation, scoping process, and public review period for the Initial Study. As discussed in Chapter 5, "Other CEQA Considerations," several specific environmental concerns were found to have no impact or a less-than-significant-impact and therefore, are not discussed in this document. Environmental parameters are listed in Table ES-1 by the level of significance of their impacts, as initially determined in the IS (Appendix A), or after further analysis in the ~~Draft~~ SEIR.

Page xiii, the second sentence of the first paragraph under "Alternatives to the Proposed Project" has been amended as follows:

The range of alternatives discussed in a ~~Draft~~ SEIR is governed by a "rule of reason" that requires the identification of only those alternatives necessary to permit a reasoned choice between the alternatives and Proposed Project.

Page xiii, the first and second sentences of the first paragraph under "Alternatives to the Proposed Project" have been amended as follows:

> Section 15123 of the CEQA guidelines requires that a***n*** ~~Draft~~ EIR summary identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. Some issues of concern were expressed at a public scoping meeting for the ~~Draft~~ SEIR and through responses to the Notice of Preparation (NOP).

Chapter 1 (Introduction)

Page 1-1, the last sentence of the second paragraph has been amended as follows:

> LAUSD is the lead agency for the preparation of this ~~Draft~~ ***Final*** Subsequent Environmental Impact Report (SEIR) in accordance with CEQA.

Page 1-3, the second sentence of the first paragraph has been amended as follows:

> Under CEQA Guidelines, the analysis in the ~~Draft~~ EIR is focused on issues determined in the IS to be potentially significant, whereas issues found in the IS to have less than significant impacts or no impact, do not require further evaluation.

Page 1-4, Heading 1.3 has been amended as follows:

> ~~Draft~~ ***Final*** SEIR Organization

Page 1-4, the first paragraph has been amended as follows:

> The ~~Draft~~ ***Final*** SEIR is organized into the following chapters so the reader can easily obtain information about the project and its specific issues:

Page 1-4, the second bullet has been amended as follows:

> **Chapter 1: Introduction**—Describes the purpose and use of the ~~Draft~~ ***Final*** SEIR, provides a brief overview of the Proposed Project, and outlines the organization of the ~~Draft~~ ***Final*** SEIR

Page 1-5, the following has been added at the top of the page:

- ***Chapter 6: Final SEIR Introduction—Presents a further introduction to the steps taken to finalize the Draft SEIR.***
- ***Chapter 7: Community Outreach and Public Review Process—Identifies the steps taken by LAUSD to inform the public and interested parties of the availability of the Draft SEIR for comment.***
- ***Chapter 8: Responses to Comments—Provides copies of all of the comments received during the public review period for the Draft SEIR and the LAUSD responses to those comments.***
- ***Chapter 9: Changes to the Draft SEIR—Details any and all amendments/revisions to the text of the Draft SEIR following the public review period.***
- ***Chapter 10: Mitigation Monitoring and Reporting Program—Details the mitigation measures of the proposed project and their corresponding timing requirements and designated responsible parties.***

Page 1-4, the bullet for Chapter 8 has been amended as follows:

- **Chapter** ~~8~~***11*****: Acronyms/Abbreviations**—Presents a list of the acronyms and abbreviations.

Page 1-4, the bullet for Chapter 6 has been amended as follows:

- **Chapter *~~6~~12:* References**—Identifies the documents and individuals consulted in preparing the ~~Draft~~ ***Final*** SEIR.

Page 1-4, the bullet for Chapter 7 has been amended as follows:

- **Chapter ~~7~~*13*: List of Preparers**—Lists the individuals involved in preparing this ~~Draft~~ ***Final*** SEIR and organizations and persons consulted.

Page 1-4, the bullet for Appendices has been amended as follows:

- **Appendices**—Present data supporting the analysis or contents of this ~~Draft~~ ***Final*** SEIR. The Appendices include the following:
  - Appendix A: Notice of Preparation, Initial Study, and Comments on Initial Study
  - Appendix B: Air Quality Modeling Analyses
  - Appendix C: Historic Resources Report and Forms
  - Appendix D: Health Risk Assessment (Text Only)
  - Appendix E: Noise Modeling Analyses
  - Appendix F: Traffic /Pedestrian Safety Study
  - Appendix G: Draft SEIR Public Agencies Distribution List***/Public Notice of the Draft SEIR***

Page 1-5, the first paragraph under Heading 1.4 has been amended as follows:

> The Draft SEIR for the South Los Angeles Area New High School No. 3 project ~~is being~~ ***was*** distributed directly to numerous agencies, organizations, and interested groups and persons for comment during the formal review period. The Draft SEIR ~~is also~~ ***was*** available for review at the following locations:

Page 1-5, the last sentence was amended as follows:

> In addition, the Draft SEIR ~~is~~ ***was*** available online at the LAUSD Facilities Services Division website (www.laschools.org/find-a-school).

Page 1-5, the following has been added after the last sentence of Chapter 1:

> ***LAUSD received public input on the project and the Draft SEIR at a meeting on November 8, 2007, at the Budlong Avenue Elementary School, 5940 S. Budlong Avenue, Los Angeles, CA, from 6:00 p.m. to 7:15 p.m., before making recommendations to the Board of Education. Upon completion of the formal public review period, written responses to all comments on environmental issues discussed in the Draft SEIR were prepared and incorporated into the Final SEIR.***

Chapter 2 (Project Description and Environmental Setting)

Page 2-16, the first paragraph under "Required Permits and Approvals" has been amended as follows:

> As required by CEQA Guidelines, this Section provides, to the extent the information is known to LAUSD, a list of the agencies that are expected to use this ~~Draft~~ ***Final*** SEIR in their decision-making and a list of permits and other approvals required to implement the project.

Page 2-20, last sentence before the bullets has been amended as follows:

It is noted that cumulative impacts analyzed in this ~~Draft~~***Final*** SEIR would likely represent a "worst-case" scenario for the following reasons:

■ Subchapter 3B (Air Quality)

Page 3B-1, the last sentence under "Introduction" has been amended to state:

The complete air quality report is provided as Appendix B of this ~~Draft~~ ***Final*** SEIR.

Page 3B-22, the third sentence in the first paragraph under Impact 3.B-4 has been amended as follows:

The cumulative context of this discussion is the related projects in the City of Los Angeles listed in Table 2-1 of this ~~Draft~~ ***Final*** SEIR, which shows a total of five related projects.

■ Subchapter 3C (Cultural Resources)

Page 3C-9, the first sentence under Impact 3.C-2 has been amended as follows:

The cumulative impact analysis considers development of the Proposed Project in conjunction with the related projects listed in Table 2-1 (Related Projects) of Chapter 2 of this ~~Draft~~ ***Final*** SEIR.

■ Subchapter 3D (Hazards and Hazardous Materials)

Page 3D-1, the last two sentences of the first paragraph have been amended as follows:

Full bibliographic entries for all reference materials are provided in Chapter ~~6~~*12* of this ~~Draft~~ ***Final*** EIR.

Page 3D-6, the first paragraph under "Criteria for Determining Significance" has been amended to state:

During the Initial Study process, it was determined that the Proposed Project would have a less-than-significant impact or no impact for fifteen of the eighteen hazards and hazardous material CEQA criteria for determining significance. Therefore, only the three remaining CEQA criteria for determining hazards and hazardous material impact significance (identified below) were analyzed as part of this ~~Draft~~ ***Final*** SEIR.

Page 3D-9, the first sentence of Impact 3D-4 has been amended to state:

The cumulative impact analysis considers development of the Proposed Project in conjunction with the related projects listed in Table 2-1 (Related Projects) of Chapter 2 of this ~~Draft~~ ***Final*** SEIR.

■ Subchapter 3E (Noise)

Page 3E-12, the first paragraph under "Criteria for Determining Significance" has been amended as follows:

The criteria used to determine the significance of an impact related to noise are based on the model IS checklist in Appendix G of the State CEQA Guidelines and LAUSD standards. During the IS process, it was determined that the Proposed Project would have no impact for two of the six CEQA criteria for determining significant impacts from noise. Therefore, only the four

remaining CEQA criteria for determining significance (identified below) were analyzed as part of the ~~Draft~~ ***Final*** SEIR.

■ Subchapter 3F (Pedestrian Safety)

Page 3F-1, the last sentence of the first paragraph has been amended as follows:

The pedestrian safety analysis is included as part of the traffic study and is provided as Appendix F of this ~~Draft~~ ***Final S***EIR.

■ Subchapter 3H (Traffic and Transportation)

Page 3G-1, the last sentence of the first paragraph has been amended as follows:

The complete traffic study is provided as Appendix F of this ~~Draft~~ ***Final S***EIR.

Page 3G-14, the first paragraph under "Criteria for Determining Significance" has been amended as follows:

During the Initial Study process, it was determined that the Proposed Project would have either no impact or a less than significant impact for three of the seven CEQA criteria for determining significant impacts to transportation and traffic. The remaining three CEQA criteria for determining the significance of traffic-related impacts (identified below) were analyzed as part of the ~~Draft~~ ***Final S***EIR. It should be noted that remaining criteria (vehicular and pedestrian safety hazards) are analyzed in Subchapter 3H (Pedestrian Safety) due to the pertinence to that issue area. Therefore, the Proposed Project would result in a significant adverse impact relating to transportation/traffic if it would:

■ Chapter 4 (Alternatives)

Page 4-3, the first non-bulleted sentence has been amended as follows:

Several factors were considered in determining the range of alternatives to be analyzed in this ~~Draft~~ ***Final*** EIR, including the following:

Page 4-3, the second paragraph has been amended as follows:

The ~~Draft~~ ***Final*** SEIR analysis includes the No Project Alternative (what would occur if the Proposed Project were not implemented). LAUSD also identified other project alternatives that are evaluated in this ~~Draft~~ ***Final*** SEIR. LAUSD considered whether the alternatives met or partially met Program objectives and whether the alternatives reduced environmental impacts. Each of these alternatives is briefly described below.

Alternatives considered in this ~~Draft~~ ***Final*** SEIR include the following:

■ Chapter 5 (Other CEQA Considerations)

Page 5-1, the first sentence has been amended as follows:

This chapter presents the evaluation of other types of environmental impacts required by CEQA that are not covered within this ~~Draft~~ ***Final*** SEIR.

Page 5-1, the first paragraph under Heading 5.1 has been amended as follows:

> The IS for the Proposed Project, which was completed in March 2007 and is included in this ~~Draft~~ ***Final*** SEIR as Appendix A, determined that the Proposed Project would result in a less than significant impact to ten environmental issue areas. The IS for the Proposed Project indicates the reasons that these effects of the Proposed Project were determined not to be significant, and were therefore, not discussed in detail in this ~~Draft~~ ***Final*** SEIR. The issue areas determined to be less than significant by the IS include the following:

- **Chapter 11 (Acronyms/Abbreviations)—Previously Chapter 8**
- **Chapter 12 (References)—Previously Chapter 6**
- **Chapter 13 (Report Preparation)—Previously Chapter 7**
- **Appendices**

The Draft EIR has been amended to include copies of the Draft EIR Public Notice for the proposed project in Appendix G.

Chapter 10 Mitigation Monitoring and Reporting Program

10.1 INTRODUCTION

The Los Angeles Unified School District (LAUSD) is proposing to construct a high school, South Los Angeles Area New High School No. 3 (hereafter referred to as the Proposed Project) in the City of Los Angeles. In accordance with the *California Environmental Quality Act* (CEQA), LAUSD is acting as the Lead Agency for this proposed project. Pursuant to CEQA[326] and the CEQA Guidelines Sections 15091(d) and 15097, the Lead Agency must adopt a program for monitoring or reporting mitigation measures identified in the EIR, if the Lead Agency makes findings of significant impacts during the process of certifying the EIR. The primary purpose of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure that the mitigation measures identified in the SEIR are implemented, thereby reducing or avoiding identified environmental impacts. Due to the specialized nature of some of the mitigation measures identified in the EIR, LAUSD may delegate responsibilities to environmental monitors or other professionals, as warranted.

10.2 PROJECT LOCATION AND DESCRIPTION

The Proposed Project site is located in the south central area of the City of Los Angeles on the northeast corner of Menlo Avenue and 60th Street, approximately 0.5 mile west of the Harbor Freeway (State Highway 110) and 3.5 miles south of the Santa Monica Freeway (Interstate 10). The Proposed Project site is bounded by residential uses adjacent to (and south of) West Slauson Avenue on the north, South Hoover Street on the east, West 60th Street on the south and Menlo Avenue on the west.

The Proposed Project site is comprised of 107 parcels, totaling approximately 15 acres. As mentioned above, a part of the Proposed Project site had previously been selected by LAUSD as the preferred site location for a smaller high school on approximately 8 acres and comprised of 62 parcels. However, due to safety concerns, approximately 2 acres on 17 parcels along Slauson Avenue and Hoover Street were removed from the Proposed Project site, leaving approximately 6 acres for development of the proposed high school. In addition, approximately 9 acres on 62 parcels were added to the southern portion of the Proposed Project site, for a total of 15 acres. Existing land uses on the Proposed Project site consist of residential and commercial uses. As listed in Figure 2-3, Parcel Map, the Proposed Project site currently contains 31 single-family units on 31 parcels, 81 multi-family units on 27 parcels and 4 commercial units on 4 parcels.[327] It should be noted the parcels idenfied above only include those uses found on the additional 9 acres. The structures on the 6 acres of the previously-approved project site have been previously or are currently in the process of being demolished, as part of the previously approved project and are thus not considered as part of the existing land uses at the Proposed Project site.

[326] *California Environmental Quality Act* (CEQA), Public Resources Code (PRC), §21081.6., 2006.
[327] LAUSD. 2006. South Los Angeles Area New High School No. 3 Parcel Map. November 2, 2006.

The following roadway segments, as they cross the Proposed Project site between Menlo Avenue and South Hoover Street, would need to be vacated to accommodate the Proposed Project: West 58th Place, West 59th Street, West 59th Place, and six alleys.[328]

The Proposed Project includes planning the South Los Angeles Area New High School No. 3 Project, acquiring an additional approximately 9 acres of residential and commercial properties that will be added to 6 acres of the previously approved project site; vacating portions of West 58th Place, West 59th Street, West 59th Place, and 6 alleys, between South Hoover Street and Menlo Avenue; demolishing the existing structures on the additional acreage; and constructing and operating a larger, 2,025-seat high school. As applicable, eligible tenants and property owners of the existing properties would be relocated and compensated in accordance with the California Real Property Acquisition and Relocation Assistance Act of 1970.[329]

The previously proposed project included the construction of a high school on approximately 8 acres with 45 classrooms and serving 1,215 students. The previously proposed project will not be analyzed as part of, or in conjunction with, the current Proposed Project. As mentioned above, a part of the Proposed Project site had previously been approved by LAUSD Board of Education as the preferred site location for a smaller high school on approximately 8 acres and comprised of 62 parcels. However, due to safety concerns, approximately 2 acres on 17 parcels along Slauson Avenue and South Hoover Street were removed from the original Proposed Project site, leaving approximately 6 acres for development of the proposed high school. In addition, approximately 9 acres on 62 parcels were added to the southern portion of the Proposed Project site, for a total of 15 acres, making up the new Proposed Project site that is being analyzed in this Draft SEIR. The original project site was analyzed in a Final EIR certified by the Los Angeles Board of Education in 2005.

The Proposed Project would consist of multiple one- to four-story buildings encompassing approximately 200,000 square feet of building area, a 51 percent increase above the previously Proposed Project. School classrooms and the administration area would be located primarily along Menlo Avenue. The remainder of the campus would be located immediately east and south of the classrooms. The Proposed Project would include 75 classrooms (a 67 percent increase above the previously Proposed Project), a library, food services, a multi-purpose room, team rooms, a parking structure, and a football stadium with 1,500 total seats. In addition, the proposed campus would include other hardcourts and playfields, which may include field lights. The Proposed Project site would be fenced. Approximately 188 parking spaces would be provided for faculty and staff.

Construction is proposed to start in the second quarter of 2009. School occupancy is scheduled for the third quarter of 2012.[330]

10.3 MITIGATION MONITORING AND REPORTING PROGRAM DESCRIPTION

The purpose of this MMRP is to ensure the effective implementation of the mitigation measures imposed by the LAUSD for the Proposed Project. In addition, this MMRP provides a means of identifying corrective actions, if necessary, before irreversible environmental damage occurs. This plan includes the following:

[328] LAUSD. 2006. South Los Angeles Area New High School No. 3 Parcel Map. November 2, 2006.
[329] CCR, Title 25, 2006.
[330] LAUSD, Strategic Execution Plan, 2007, p. 187.

- A brief description of each impact expected to occur from the proposed project
- Mitigation measure/s associated with each impact
- Responsible monitoring party
- Responsible implementing party
- Implementation phase (i.e., pre-construction, construction, prior to occupancy, post-occupancy)
- Completion date / initials of reviewing party

As the Lead Agency for the Proposed Project, the LAUSD will be required to comply with all applicable plans, permits, and conditions of approval for the Proposed Project, in addition to implementation of this MMRP. The mitigation measures presented in Table 10-1, below, will be implemented as indicated to avoid or minimize environmental impacts of the Proposed Project.

Table 10-1 South Los Angeles Area New High School No. 3 Mitigation Monitoring Program

Impact	*Mitigation Measures*	*Responsible Monitoring Party*	*Responsible Implementing Party*	*Implementation Phase*	*Completion Date/Initials*
3B. AIR QUALITY					
3.B-1 Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	**M-3B.1** Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.	LAUSD Facilities Services Division—New Construction	LAUSD's Construction Contractor	Construction	
3E. NOISE					
3.E-1 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.	**M-3E.1** In accordance with the City of Los Angeles Municipal Code Section 41.40, the LAUSD shall require by contract specifications that construction activities be limited to 7:00 A.M. to 9:00 P.M. Monday through Friday, 8:00 A.M. to 6:00 P.M. on Saturday, and no construction on Sunday and federal holidays, as appropriate, in order to minimize disruption to sensitive receptors in the vicinity of the Proposed Project site.	LAUSD Facilities Services Division—New Construction	LAUSD's Construction Contractor	Construction	
	M-3E.2 The LAUSD shall require the construction contractor to utilize construction equipment that has been muffled or otherwise shielded.	LAUSD Facilities Services Division—New Construction	LAUSD's Construction Contractor	Construction	
	M-3E.3 LAUSD's construction contractor shall implement the use of sound blankets along the eastern and southern boundaries of the Proposed Project site, as well as along the western boundary of the Proposed Project site from the intersection of Menlo Avenue and West 60th Street for a distance of 600 feet.	LAUSD Facilities Services Division—New Construction	LAUSD's Construction Contractor	Construction	
	M-3E.4 The LAUSD's construction contractor shall require stationary construction equipment material and vehicle staging to be placed to direct noise away from sensitive receptors, as feasible.	LAUSD Facilities Services Division—New Construction	LAUSD's Construction Contractor	Construction	
	M-3E.5 The LAUSD's construction contractor shall provide advance notification to adjacent property owners and post notices at the Proposed Project site with regard to the schedule of construction activities.	LAUSD Facilities Services Division—New Construction	LAUSD's Construction Contractor	Construction	

Table 10-1 South Los Angeles Area New High School No. 3 Mitigation Monitoring Program

Impact	*Mitigation Measures*	*Responsible Monitoring Party*	*Responsible Implementing Party*	*Implementation Phase*	*Completion Date/Initials*
3F. PEDESTRIAN SAFETY					
3.F-1 Substantially increase vehicular and/or pedestrian safety hazards due to a design feature or incompatible uses.	**M-3F.1** Four months prior to opening the school, LAUSD's OEHS shall contact LADOT to coordinate the installation of appropriate traffic controls, school warning and speed limit signs, school crosswalks, and pavement markings. This shall include, but not be limited to, the installation of "Right Turn Only" controls at the ingress and egress points for the faculty/staff parking lot. All signage, traffic controls, crosswalks, and pavement markings shall be installed prior to opening of the school.	LADOT/LAUSD Facilities Services Division—New Construction	LAUSD Facilities Services Division—New Construction	Prior to occupancy	
	M-3F.2 Four months prior to the opening of the proposed school, the LAUSD's OEHS shall contact LADOT to coordinate the installation of signs to create passenger loading zones. The precise locations and lengths of the restricted on-street parking zones would be determined jointly by the LAUSD and LADOT. All signage for passenger loading zones shall be installed prior to opening of the school.	LADOT/LAUSD Facilities Services Division—New Construction	LAUSD Facilities Services Division—New Construction	Prior to occupancy	
	M-3F.3 Six months prior to opening of the new school, LAUSD shall coordinate with LADOT's Citywide Traffic Control Programs Section to prepare the official "Pedestrian Routes to School" map. This map would provide a final adopted pedestrian route network, with indications for both sides of each included roadway. As part of the "Pedestrian Routes to School" program, parents and students shall be notified to use the existing traffic safeguards.	LADOT/LAUSD Facilities Services Division—New Construction	LAUSD Facilities Services Division—New Construction	Post to occupancy	
	M-3F.4 In order to prohibit pedestrian travel along the Slauson Avenue right-of-way, no-crossing signage shall be installed at the Menlo Avenue and West Slauson Avenue intersection.	LADOT/LAUSD Facilities Services Division—New Construction	LAUSD Facilities Services Division—New Construction	Prior to occupancy	

Table 10-1 South Los Angeles Area New High School No. 3 Mitigation Monitoring Program

Impact	*Mitigation Measures*	*Responsible Monitoring Party*	*Responsible Implementing Party*	*Implementation Phase*	*Completion Date/Initials*
3G. TRAFFIC AND TRANSPORTATION					
3.G-1 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 capacity ratio on roads, or congestion at intersections).	**M-3G.1** LAUSD shall provide signalization at Menlo Avenue and Slauson Avenue. Installation of the traffic signal shall be coordinated with LADOT.	LADOT/LAUSD Facilities Services Division—New Construction	LADOT/LAUSD Facilities Services Division—New Construction	Prior to occupancy	
	M-3G.2 LAUSD shall provide a traffic signal and appropriate traffic controls at the Vermont Avenue and 60th Street intersection. Installation of the traffic signal shall be coordinated with LADOT.	LADOT/LAUSD Facilities Services Division—New Construction	LADOT/LAUSD Facilities Services Division—New Construction	Prior to occupancy	
	M-3G.3 LAUSD shall coordinate with LADOT for the contribution to an ATSAC and ATCS signal synchronization program at the intersections of Vermont Avenue and Slauson Avenue.	LADOT/LAUSD Facilities Services Division—New Construction	LADOT/LAUSD Facilities Services Division—New Construction	Prior to occupancy	
	M-3G.4 LAUSD shall coordinate with LADOT for the contribution to an ATSAC and ATCS signal synchronization program at the intersections of Hoover Street and Slauson Avenue.	LADOT/LAUSD Facilities Services Division—New Construction	LADOT/LAUSD Facilities Services Division—New Construction	Prior to occupancy	
	M-3G.5 LAUSD shall implement manual traffic control measures during scheduled games at major intersections to minimize the temporary congestion resulting from capacity use of the stadium.	LADOT/LAUSD Facilities Services Division—New Construction	LADOT/LAUSD Facilities Services Division—New Construction	Prior to occupancy	
	M-3G.6 In an effort to mitigate roadway segment impacts, LAUSD shall coordinate with LADOT and contribute toward the development of a Neighborhood Traffic Management Plan, which would be implemented by the City.	LADOT/LAUSD Facilities Services Division—New Construction	LADOT/LAUSD Facilities Services Division—New Construction	Prior to occupancy	

Chapter 11 Acronyms and Abbreviations

ANSI	American National Standards Institute
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
ASHRAE	American Society of Heating, Refrigerating and Air-Conditioning Engineers
BACT	Best Available Control Technology
BMP	Best Management Practice
Board	Los Angeles Unified School District Board of Education
C&D	Construction & Demolition
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	State of California Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CHPS	Collaborative for High Performance Schools
CMA	Critical Movement Analysis
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CRHR	California Register of Historical Resources
dB	decibel
dBA	A-weighted decibel
District	Los Angeles Unified School District
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	Unite States Environmental Protection Agency
FTA	Federal Transit Administration
HVAC	heating, ventilation and air conditioning
IS	Initial Study
LACMTA	Los Angeles County Metropolitan Transportation Authority

LADOT	City of Los Angeles Department of Transportation
LAUSD	Los Angeles Unified School District
L_{dn}	day/night average noise level
L_{eq}	equivalent continuous noise level
L_{max}	Maximum sound level reached during a sampling period
L_{min}	Minimum sound level reached during a sampling period
L_{x}	noise level, in dBA, which is exceeded for x percentage of any specified interval
LOS	Level of Service
LST	Localized Significance Thresholds
MND	Mitigated Negative Declaration
MOC	Memorandum of Cooperation
MPH	miles per hour
MPP	Manual of Policies and Procedures
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NPDES	National Pollution Discharge Elimination System
NSR	New Source Review
OEHS	Office of Environmental Health and Safety
OPR	Office of Planning and Research
OSHA	Office of Safety and Health Administration
PEIR	Program Environmental Impact Report
PM_{10}	Airborne particulate matter less than 10 micrometers in diameter
Program	New School Construction Program
PSD	Prevention of Significant Deterioration
RWQCB	Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
tpy	tons per year
USEPA	U.S. Environmental Protection Agency
V/C	volume-to-capacity

Chapter 12 References

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Chapter 13 Report Preparation

13.1 REPORT PREPARERS

Table 13-1 List of Preparers and Reviewers

Name	*Project Role*
Lead Agency/Reviewers	
John Anderson	LAUSD Senior CEQA Project Manager/Consultant
Gwenn Godek	LAUSD CEQA Project Manager/Consultant
CEQA Consultant: EIP Associates, a Division of PBS&J	
Ruta Kshirsagar	Program Manager
Chris Mundhenk	Senior Environmental Manager
EIP Associates Subconsultants	
Katz, Okitsu, and Associates	Traffic Engineer

Appendix A IS/NOP and Comment Letters

Notice of Preparation/Initial Study

for the

South Los Angeles Area New High School No. 3
(Revised)

Prepared for:

Los Angeles Unified School District
Office of Environmental Health and Safety
1055 West 7th Street, 9th Floor
Los Angeles, CA 90017
Contact: Gwenn Godek, CEQA Project Manager/Consultant

Prepared by:

EIP Associates, a Division of PBS&J
12301 Wilshire Boulevard, Suite 430
Los Angeles, CA 90025

March 2007

Notice of Preparation for a
Subsequent Environmental Impact Report for
South Los Angeles Area New High School No. 3

TO: Agencies, Organizations and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, Section 15082(a) of the California Code of Regulations

The Los Angeles Unified School District (LAUSD) is the Lead Agency under the California Environmental Quality Act (CEQA) for the proposed South Los Angeles Area New High School No. 3. LAUSD has prepared an Initial Study and will prepare a Subsequent Environmental Impact Report (SEIR) for the proposed project identified below.

AGENCIES: LAUSD requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Your agency will need to use the EIR when considering any permit or other approval that your agency must issue for the proposed project.

ORGANIZATIONS AND INTERESTED PARTIES: LAUSD requests your comments and concerns regarding the environmental issues associated with construction and operation of the proposed project.

PROJECT TITLE: South Los Angeles Area New High School No. 3

PROJECT LOCATION: The Proposed Project site is located in the south central area of the City of Los Angeles on the northeast corner of Menlo and 60th Street approximately 0.35 mile west of the Harbor Freeway (State Highway 110) and 3.5 miles south of the Santa Monica Freeway (Interstate 10). The Proposed Project site is bounded by South Hoover Street on the east, 60th Street on the south, Menlo Avenue on the west, and existing Slauson Avenue commercial businesses on the north.

PROJECT DESCRIPTION: The Proposed Project would consist of multiple one- to four-story buildings encompassing approximately 200,000 square feet of building area. School classrooms and the administration area would be located primarily along 60th Street The Proposed Project would include 75 classrooms, a library, food services, a multi-purpose room, team rooms, an underground parking structure, and a football stadium with 1,500 total seats. In addition, the Proposed Project would include hardcourts and other playfields, which may include field lights. The Proposed Project site would be fenced.

POTENTIAL ENVIRONMENTAL EFFECTS: LAUSD has prepared an Initial Study that describes the potential environmental effects of the proposed project. A SEIR will be prepared to evaluate the project's potential impacts on the environment and analyze alternatives.

PUBLIC REVIEW PERIOD: LAUSD has determined to make this Notice of Preparation (NOP) and Initial Study available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15082(b). The comment period for the NOP and Initial Study begins March 29, 2007 and ends April 27, 2007.

RESPONSES AND COMMENTS: Please indicate a contact person for your agency or organization and send your responses and comments to:

Ms. Gwenn Godek, CEQA Project Manager/Consultant
Los Angeles Unified School District
Office of Environmental Health and Safety
1055 West 7th Street, 9th Floor
Los Angeles, CA 90017

Your comments may also be sent by FAX to (213) 893-7412 or by email to ceqa-comments@laschools.org and include "South Los Angeles Area New High School No. 3" in the subject line.

SCOPING MEETING: LAUSD will hold a scoping meeting on **April 10, 2007 at 6:00 PM at Budlong Avenue Elementary School** located at 5940 S. Budlong Avenue, Los Angeles, California. Comments in written, verbal and electronic form also are encouraged throughout the scoping process. You are welcome to attend and present environmental information that you believe should be addressed in the SEIR.

DOCUMENT AVAILABILITY: The NOP and Initial Study are available for public review during regular business hours at the locations listed below.

- LAUSD Office of Environmental Health and Safety, 1055 W. 7th Street, 9th Floor, Los Angeles
- LAUSD Local District 7 Office, 10616 S. Western Avenue, Los Angeles
- Manual Arts High School, 413 S. Vermont Avenue, Los Angeles
- John Muir Library, 1005 W. 64th Street, Los Angeles
- Muir Middle School, 5929 S. Vermont Avenue, Los Angeles

The document can also be found on-line at www.laschools.org/find-a-school. If you require additional information please contact Ms Gwenn Godek at (213) 893-7408.

Aviso de Preparación de
Informe del Impacto Ambiental
South Los Angeles Area New High School No. 3

PARA: Agencias, Organizaciones y Partes Interesadas

TEMA: Aviso de Preparación del Informe Preliminar del Impacto Medióambiental en cumplimiento con las Secciones 15082(a), 15103, y 15375 del Título 14 del Código de Regulaciones de California

El Distrito Escolar Unificado de Los Ángeles, (LAUSD, por sus siglas en inglés) es la agencia lider bajo el Acta de la Calidad Ambiental de California (CEQA, por sus siglas en inglés) en la preparación de Informe del Impacto Ambiental (EIR, por sus siglas en inglés), para el proyecto propuesto que se identifica más adelante. La agencia lider ha preparado este Aviso de Preparación (NOP, por sus siglas en inglés) para el EIR, con el fin de proporcionar la mayor atención pública y oportunidad para recibir la opinión de agencias públicas, grupos de intereses, organizaciones e individuos sobre el alcance de análisis ambiental que trata los efectos potenciales del proyecto propuesto.

AGENCIAS: LAUSD solicita la opinión de su agencia respecto al alcance y contenido de la información ambiental que es relevante para las responsabilidades legales de su agencia en conexión con el proyecto propuesto, en conformidad con la Sección 15082(b) del Título 14 del Código de Regulaciones de California.

ORGANIZACIONES Y PARTES INTERESADAS: LAUSD solicita sus comentarios e inquietudes respecto a las cuestiones ambientales asociadas con la construcción y operación del proyecto propuesto.

TÍTULO DEL PROYECTO: South Los Angeles Area New High School No. 3

LA UBICACIÓN DEL PROYECTO: El sitio propuesto está localizado en la cuidad de South Central en la cuidad de Los Angeles en la escina noroeste de Menlo y la calle 60th aproximadamente 0.35 milla oeste de la autopista Harbor (I-110) y 3.5 millas sur de la autopista Santa Monica (Interstate 10). El sitio del proyecto propuesto está limitado por South Hoover Street al este, 60th Street al sur, Menlo Avenue al oeste y propiedades comerciales al norte por la Slauson Avenue.

DESCRIPCIÓN DEL PROYECTO: El proyecto propuesto consiste de múltiples edificios de uno y cuatro pisos que encompasan aproximandamente 200,000 pies cuadrados de área construida. Las aulas y área administrativa de la escuela se ubicará sobre la calle 60th Street. El proyecto propuesto incluirá 75 aulas, biblioteca, servicios alimenticios, un salón multi-usos, y una estructura de estacionamiento subterráneo; además, el campus propuesto incluirá un estadio de fútbol con 1,500 cupos, canchas pavimentadas y campo de fútbol, que puede incluya alumbrado para la cancha. El sitio propuesto estará cercado.

EFFECTOS AMBIENTALES POSIBLES: LAUSD ha preparado un Estudio Inicial que describe los efectos ambientales posibles del proyecto propuesto. En base a las conclusiones del Estudio Inicial se ha determinado que un EIR es el nivel apropiado de documentación ambiental. El EIR incluirá provisiones alternativas.

PERIÓDO DE REVISIÓN PÚBLICA: LAUSD ha determinado poner a disposición éste Aviso de Preparación y el Estudio Inicial para su revisión y comentario en conformidad con la Sección 15082(b) del Título 14 del Código de Regulaciones de California. LAUSD aceptará comentarios por escrito para el Aviso de Preparación y el Estudio Inicial entre el 29 de marzo y el día 27 de abril del 2007.

RESPUESTAS Y COMENTARIOS: Por favor indique una persona de contacto para su agencia u organización y envíe sus respuestas y comentarios a:

Ms. Gwenn Godek, CEQA Project Manager/Consultant
Los Angeles Unified School District
Office of Environmental Health and Safety
1055 West 7th Street, 9th Floor
Los Angeles, CA 90017

También puede enviar sus comentarios por fax al (213) 893-7408 o por correo electrónico a ceqa-comments@laschools.org y escriba en la línea de tema "South Region Elementary School No. 6."

REUNIÓN DE INFORMACIÓN DE ABARQUE: LAUSD llevará a cabo una reunión de información de abarque el **10 de abril de 2007, a las 6:00 pm en Budlong Avenue Elementary School**, ubicada en 5940 South Budlong Avenue, Los Ángeles, California. Los invitamos a que asistan y presenten información ambiental que crean debería tratarse en el EIR.

DISPONIBILIDAD DE DOCUMENTOS: El Estudio Inicial está disponible para la revisión del público durante el horario regular de enlistados a continuación.

- LAUSD Office of Environmental Health and Safety, 1055 W. 7th Street, 9th Floor, Los Angeles
- LAUSD Local District 7 Office, 10616 S. Western Avenue, Los Angeles
- Manual Arts High School, 413 S. Vermont Avenue, Los Angeles
- John Muir Library, 1005 W. 64th Street, Los Angeles
- Muir Middle School, 5929 S. Vermont Avenue, Los Angeles

Además el Aviso de Preparación/estudio Inicial pueden verse en línea en el sitio Web de la división de servicios para instalaciones de LAUSD (www.laschools.org\find-a-school\). Si necesita informes adicionales, favor de contactar a Ms. Gwenn Godek al (213) 893-7408

Contents

Chapter 1 **Introduction 1**
1.1 Purpose of the Notice of Preparation and Initial Study 1
1.2 Use of the Program EIR 2
1.3 Availability of the NOP and IS 3
1.4 Meetings and Public Hearings 3

Chapter 2 **Project Description and Environmental Setting 5**
2.1 New School Construction Program Background 5
2.2 Project Objectives 6
2.3 Project Location and Site Characteristics 8
2.3.1 Location 8
2.3.2 Physical Environmental Setting 8
2.4 Project Description 12
2.4.1 Project Components 13
2.4.2 Construction Phase 14
2.5 Project Design Features 15
2.6 Required Permits and Approvals 20
2.6.1 Lead Agency Approval 20
2.6.2 Other Required Permits and Approvals 20
2.6.3 Reviewing Agencies 21

Chapter 3 **Environmental Determination 23**
3.1 Environmental Factors Potentially Affected 23
3.2 Determination 23

Chapter 4 **Initial Study Checklist 25**
4.1 Organization of Environmental Analysis 25
4.2 Terminology Used in this Analysis 25
4.3 Evaluation of Environmental Impacts 25
4A. Aesthetics 27
4B. Agriculture Resources 30
4C. Air Quality 32
4D. Biological Resources 35
4E. Cultural Resources 39
4F. Geology and Soils 41
4G. Hazards/Hazardous Materials 46
4H. Hydrology and Water Quality 55
4I. Land Use and Planning 60
4J. Mineral Resources 62
4K. Noise 63
4L. Pedestrian Safety 65
4M. Population and Housing 67
4N. Public Services 69
4O. Recreation and Parks 72
4P. Transportation/Traffic 73
4Q. Utilities and Service Systems 76
4R. Mandatory Findings of Significance 80

Appendices

Appendix A California Natural Diversity Database Search Results
Appendix B Historical Records Search Results
Appendix C Phase I Environmental Site Assessment

Figures

Figure 1 Target Search Area Map 7
Figure 2 Regional Location Map 9
Figure 3 Parcel Map 10

Tables

Table 2-1 Permitted Uses in Zone Designations 12

Chapter 1 Introduction

1.1 PURPOSE OF THE NOTICE OF PREPARATION AND INITIAL STUDY

On November 28, 2006, the Los Angeles Unified School District (LAUSD) Board of Education approved a 15.37-acre site (comprised of 107 parcels located between Menlo Avenue, South Hoover Street and 60th Street) as the "Preferred Site" for the proposed South Los Angeles Area New High School No. 3 project (Proposed Project). The Proposed Project is a modification of a previously approved project on the same site area. Environmental concerns resulted in the removal of approximately 2.1 acres on the northern front of the approved project site. The need for additional student capacity resulted in the addition of 9.1 acres to the southern portion of the approved project site.

The Proposed Project site is located in the Los Angeles Community Planning Area of the City of Los Angeles. All "projects" within the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project in accordance with the *California Environmental Quality Act* (CEQA).[1]

CEQA was enacted in 1970 by the California Legislature to disclose to decision makers and the public the significant environmental effects of proposed activities and the ways to avoid or reduce the environmental effects by requiring implementation of feasible alternatives or mitigation measures. CEQA applies to all California government agencies at all levels, including local agencies, regional agencies, and state agencies, boards, commissions, and special districts (such as the LAUSD). As such, the LAUSD is required to conduct an environmental review to analyze the potential environmental effects associated with the Proposed Project.

Upon completion of this Initial Study, it was determined that a Subsequent Environmental Impact Report (SEIR) would be the appropriate level of environmental documentation for the Proposed Project. The Proposed Project is expected to result in potentially significant impacts in seven issue areas. Thus, these issue areas must be further addressed in the SEIR.

The LAUSD will be the Lead Agency for the SEIR to be prepared for the Proposed Project described in the attachments to this Notice of Preparation (NOP). The attached Initial Study (IS) analyzes the "Preferred Site" which is a 15.37-acre area, currently occupied by residential and commercial units.

The LAUSD needs to know the views of your agency regarding the scope and content of the environmental information that should be included in this SEIR. The document to be prepared by the LAUSD should include any information necessary

[1] *California Environmental Quality Act* (CEQA), Public Resources Code (PRC), §21000 et al., 2006.

for your agency to meet any statutory responsibilities related to the Proposed Project. Your agency will need to use the SEIR prepared by the LAUSD when considering any permit or other approvals necessary to implement the project. A preliminary list of the environmental topics the LAUSD has identified for study in this SEIR is provided in the Initial Study (IS) Checklist (Section 3). If the topics of concern to your agency have already been identified for analysis, your agency need not provide a response to this notice.

The project description, location, and the environmental issues to be addressed in the SEIR are contained in the attached materials.

Due to the time limits mandated by state law, your response must be received no later than 30 days after issuance of this notice. Please send your response to:

Gwenn Godek, CEQA Project Manager/Consultant
Los Angeles Unified School District
Office of Environmental Health and Safety
1055 West 7th Street, 9th Floor
Los Angeles, California 90017

Your comments may also be sent by FAX to (213) 893-7412 or by email to ceqa-comments@laschools.org.

Agency responses to the NOP should include the name of a contact person within the commenting agency.

1.2 USE OF THE PROGRAM EIR

The LAUSD has prepared a Program EIR (PEIR) which provides environmental review for the New School Construction Program (Program) in accordance with the requirements of CEQA.[2] The New School Construction Program is a multi-phased program. The objective of the Program is to provide over 200,000 new classroom seats within the LAUSD by year 2020. The LAUSD Board of Education certified the PEIR on June 8, 2004. The PEIR provides general analysis and guidance on the Program while project specific analysis is provided with later CEQA documents through a process known as "tiering."[3] The LAUSD has utilized PEIR in the preparation of the attached IS checklist to determine the appropriate CEQA document that would evaluate the environmental effects of the Proposed Project. The PEIR is available for review at the LAUSD Facilities Services Division website (www.laschools.org) and at the LAUSD Office of Environmental Health and Safety at 1055 West 7th Street, 9th Floor, Los Angeles, CA 90017.

[2] Los Angeles Unified School District (LAUSD), Office of Environmental Health and Safety (OEHS). New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004.
[3] *California Environmental Quality Act* (CEQA) Guidelines, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, §15152, 2004.

1.3 AVAILABILITY OF THE NOP AND IS

The NOP and IS for the Proposed Project are being distributed directly to numerous agencies, organizations, and interested groups and persons for comment during the scoping period. The NOP and IS are also available for review at the following locations:

- LAUSD Office of Environmental Health and Safety, 1055 W. 7th Street, 9th Floor, Los Angeles
- LAUSD Local District 7 Office, 10616 S. Western Avenue, Los Angeles
- Manual Arts High School, 413 S. Vermont Avenue, Los Angeles
- John Muir Library, 1005 W. 64th Street, Los Angeles
- Muir Middle School, 5929 S. Vermont Avenue, Los Angeles

In addition, the NOP and IS are available online at the LAUSD Facilities Services Division website (www.laschools.org).

1.4 MEETINGS AND PUBLIC HEARINGS

The LAUSD received public input on the previous version of the project's Draft EIR on August 17, 2005. The input was taken into consideration and the project has been modified accordingly. The LAUSD will receive input regarding the current Proposed Project and the NOP/IS at a scoping meeting to be held on April 10, 2007, at Budlong Elementary School located at 5940 South Budlong Avenue, Los Angeles. Comments from the community and interested parties are encouraged at all public hearings before the Facilities Committee and the LAUSD Board of Education.

Chapter 2 Project Description and Environmental Setting

2.1 NEW SCHOOL CONSTRUCTION PROGRAM BACKGROUND

The LAUSD is faced with a critical need to provide new school facilities to accommodate students in all grade levels. The LAUSD boundary extends beyond the City of Los Angeles and includes the cities of Cudahy, Gardena, Huntington Park, Lomita, Maywood, San Fernando, Vernon, West Hollywood, and parts of nineteen other municipalities, and portions of unincorporated Los Angeles County. There are more than 740,000 (K-12) students enrolled within LAUSD.[4]

In its long-range projections for new school facilities developed in 1998, LAUSD identified a need to provide over 200,000 classroom seats by the year 2020.[5] Currently, the Program plans to deliver approximately 180,000 new seats by the end of year 2013.[6] Constructing these new seats will allow LAUSD to accommodate anticipated enrollment growth and relieve overcrowding.

With the passage of the local Measures K, R, and Y, and Propositions 47 and 55 State Bond measures, funding was provided for the implementation of Phase II and III of the multi-phase Program.[7,8,9,10] The three basic objectives of Phase II and III are to provide classroom space needed to return class sizes to pre-2002 levels, implement traditional two–semester, single-track calendars for high schools and middle schools, and end involuntary busing of students outside their attendance areas.

The Program objectives are implemented through the Strategic Execution Plan, which provides goals for the current phase (Phase III) of the Program.[11] The goals of the current phase are as follows:

- Eliminate involuntary busing
- Move all middle and high schools to a traditional two-semester calendar
- Eliminate Concept-6 high schools while maintaining two-semester high schools on their current calendars[12]
- Implement full-day kindergarten District-wide
- Maximize the use of limited bond funds to provide needed classroom facilities

[4] LAUSD Website, http://www.lausd.k12.ca.us/. Accessed on September 15, 2006.
[5] PEIR, p. ES-1.
[6] LAUSD, *Strategic Execution Plan.* January 2007.
[7] LAUSD, Measure K *Early Education Program Expansion Ac*t, 2003.
[8] LAUSD, *Safe and Healthy Neighborhood Schools Act* (Measure R), enacted November 5, 2003, 2004.
[9] California Secretary of State, Proposition 47, *Kindergarten-University Public Education Facility Bonds Act*, 2003.
[10] California Secretary of State, Proposition 55, *Kindergarten-University Public Education Bonds Act*, 2004.
[11] LAUSD, Strategic Execution Plan, 2007.
[12] Concept-6 refers to multi-track, year-round instructional calendar.

2.2 PROJECT OBJECTIVES

For the purpose of facilities planning, LAUSD is divided into three Planning Regions, each containing one or more local districts, for a total of eight local districts. The Proposed Project site is located in the South Region, Local District 7.

LAUSD has established a target search area in which to site the proposed school (**Figure 1** [Target Search Area Map]). This target search area was identified to assist in the relief of overcrowding at Manual Arts High School, located at 4131 South Vermont Avenue, north of the Proposed Project site. The Proposed Project site is located in the southeast corner of the target search area.

Previously, LAUSD had selected a portion of the Proposed Project site as the preferred site for a smaller high school. The originally proposed project was located on approximately 8 acres and included 1,215 two-semester seats accommodated in 45 classrooms.[13] The originally proposed project underwent a CEQA evaluation and process. The Final EIR for that project was adopted, and the project was approved by the LAUSD Board of Education (Board) on December 13, 2005.

Based in part by the discovery of soil contamination on certain commercial parcels fronting Slauson Avenue and South Hoover Street and the need for additional high school seats in the area, the project was redefined and the site reconfigured. The current Proposed Project involves the construction of a high school that would accommodate 2,025 two-semester seats on 15.37 acres.

On November 28, 2006, the Board approved a reconfigured site as the designated "Preferred Site" to commence feasibility studies.

As part of Phase III of the Program, implementation of the Proposed Project is intended to fulfill the following project-specific objectives:

- Provide a neighborhood school on a traditional single-track, two-semester calendar to all students as soon as possible
- Provide educational facilities for grades nine through twelve
- Eliminate involuntary busing of students
- Relieve classroom overcrowding by restoring pre-2002 classroom size norms as soon as possible
- Relieve overcrowding at existing schools, including Manual Arts High School
- Reduce reliance on portable classrooms as soon as possible
- Maximize the use of limited bond funds to provide the needed classroom facilities
- Create a school that is a center of community engagement both during and outside of normal operating hours
- Maintain traditional classroom instruction hours for high school students of approximately 8:00 A.M. to 3:00 P.M.
- Build and maintain a school that reflects the wise and efficient use of limited land and public resources

[13] EIP Associates. Notice of Preparation and Initial Study: Proposed South Los Angeles High School No. 3. March 2005. pp 5-14

- Provide athletic fields for students and community use outside normal school operating hours (including evenings and weekends)
- Provide an adult school program to serve demand in the local area while making efficient use of educational facilities

2.3 PROJECT LOCATION AND SITE CHARACTERISTICS

2.3.1 Location

The Proposed Project site is located in the south central area of the City of Los Angeles on the northeast corner of Menlo and 60th Street approximately 0.35 mile west of the Harbor Freeway (State Highway 110) and 3.5 miles south of the Santa Monica Freeway (Interstate 10). The Proposed Project site is bounded by South Hoover Street on the east, 60th Street on the south, Menlo Avenue on the west, and existing Slauson Avenue commercial businesses on the north. **Figure 2 (Regional Location Map)** illustrates the location (regional and local) of the Proposed Project site.

2.3.2 Physical Environmental Setting

Existing Land Uses

As shown in **Figure 3** (Parcel Map), the Proposed Project site is approximately 15.37 acres comprised of 107 parcels and street and alley vacations. As previously mentioned, a part of the Proposed Project site had been approved by the Board as the designated preferred site for South Los Angeles Area New High School No. 3. However, due to the environmental concerns, approximately 2.08 acres (on 16 parcels) along Slauson Avenue and South Hoover Street were removed from the original project site, leaving approximately 6.01 acres (on 45 parcels) for development of the high school. An additional 9.13 acres on 62 parcels were added to the southern portion of the Proposed Project site to increase the capacity of the school from 1,215 seats to a total 2,025 seats. Existing land uses on the Proposed Project site consist of residential and commercial uses. As listed in **Figure 3**, Parcel Map, the Proposed Project site currently contains 31 single-family units on 31 parcels, 83 multi-family units on 27 parcels and 4 commercial units on 4 parcels.[14] The parcels idenfied above only include those uses found on the additional 9.13 acres. The parcels on the 6.01 acres of the original project site have been/are in the process of being demolished and are thus not considered as part of the existing land uses at the Proposed Project site.

The following roadway segments would need to be vacated to accommodate the Proposed Project as they cross the site between Menlo Avenue and South Hoover Street: 58th Place, 59th Street, 59th Place, and eight alleys.[15]

[14] LAUSD. 2006. South Los Angeles Area New High School No. 3 Parcel Map. November 2, 2006.
[15] Ibid.

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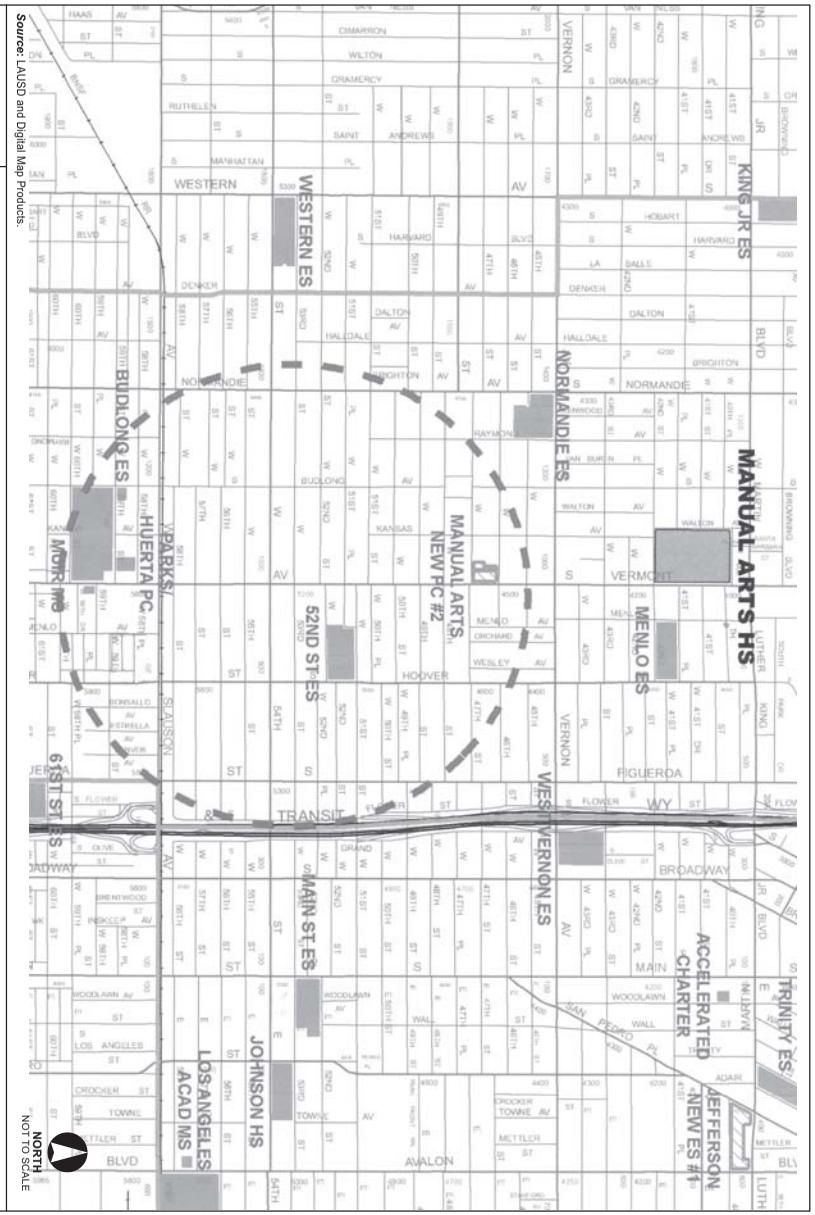
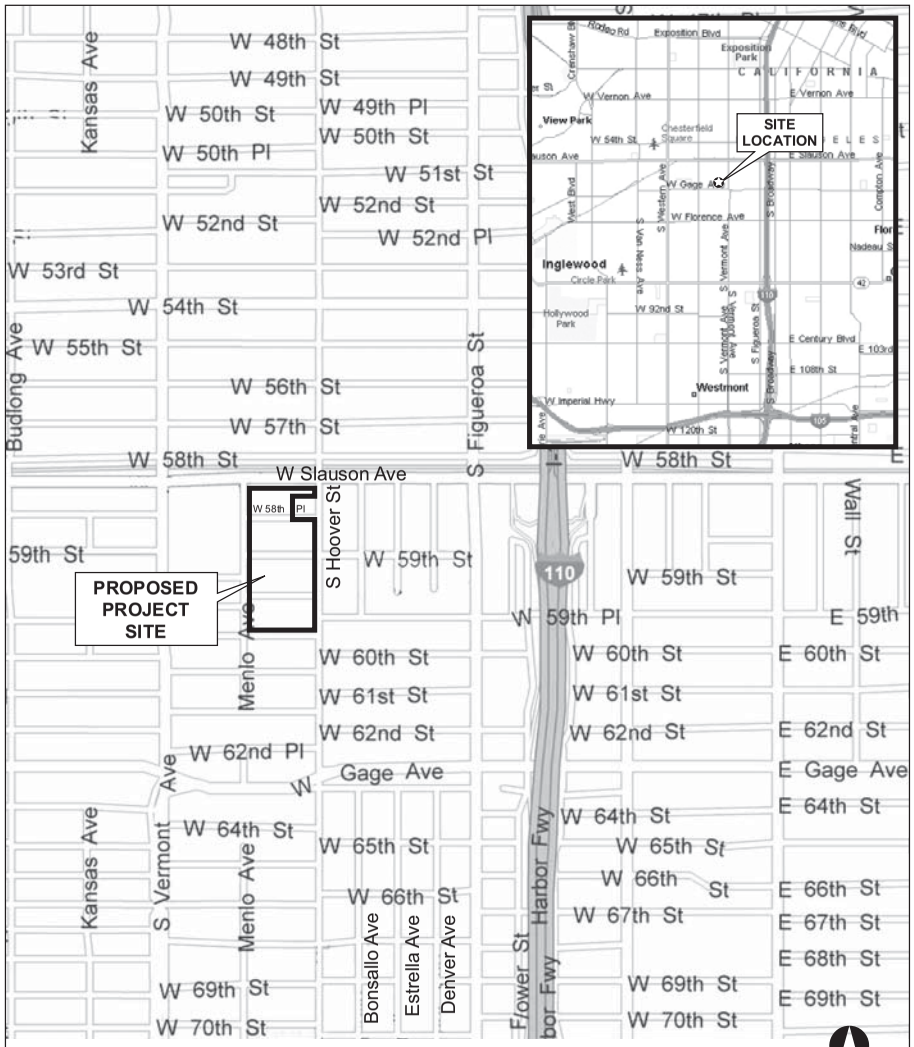
FIGURE 1
Target Search Area Map

D21300.00



Source: LAUSD and Digital Map Products.

Los Angeles Unified School District



Sources: Microsoft Streets & Trips,Basemap, 2004; EIP Associates, a Division of PBS&J, 2007.

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FIGURE **2**
Regional Location Map

D21300.00 Los Angeles Unified School District

020421.JCS.07

Property Description of Proposed Project Site	**Parcels**	**Units**
Number of Single-Family Residential (SFR):	31	31
Number of Multi-Family Residential:	27	83
Number of Commercial (OFF/RET/IND/BB):	4	4
Number of Vacant (Vac):	45	0
Total	**107**	**118**

Source: South Los Angeles Area New High School No.3

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FIGURE **3**
Parcel Map

D21300.00 Los Angeles Unified School District

020421.JCS.07

Surrounding Land Uses

The area of the Proposed Project site is surrounded by the City of Los Angeles' community of South Los Angeles and the County of Los Angeles' community of Florence. The area surrounding the Proposed Project site is urbanized and is characterized by a mix of land uses including residential, commercial, and light industrial.

Land uses north of the Proposed Project site, across Slauson Avenue, include commercial properties and single/multi-family residential uses. The Burlington Northern Santa Fe (BNSF) railroad tracks are also located approximately 175 feet north of the Proposed Project site's northern boundary, across Slauson Avenue.

Areas south of the Proposed Project site, across 60th Street, are occupied by commercial and single/multi-family residential uses. Areas west of the Proposed Project site are occupied by single- and multi-family residential uses, as well as a commercial shopping center south of Slauson Avenue.

General Plan Designation and Zoning

The Proposed Project site is located within the South Central Los Angeles Community Planning Area, which is one of 35 community planning areas that makes up the Land Use Element for the City of Los Angeles General Plan.[16,17] It is located in the Mid-Alameda Corridor State Enterprise Zone.[18] In addition, it is located in the Council District 9 Redevelopment Area, which encompasses the area between Normandie Avenue, 84th Street, Alameda Street, and the Santa Monica Freeway.

Most of the parcels on the Proposed Project site, including the northern and southwestern portions, are zoned Two Family Residential (R2-1) by the City of Los Angeles Municipal Code and are designated as "Low Medium I Residential" by the General Plan Land Use Map, Southeast Los Angeles Community Plan.[19,20] The seven parcels located on the southeastern edge of the Proposed Project site, fronting South Hoover Street, are zoned Commercial (C2-1VL) by the City of Los Angeles Municipal Code and are designated as "General Commercial" by the General Plan Land Use Map.[21,22]

[16] Los Angeles Department of City Planning. 1999. South Central Los Angeles Community Plan. http://cityplanning.lacity.org. Accessed December 28, 2006. Adopted March 22, 2000 (Revision).
[17] Los Angeles Department of City Planning. 1996. The Citywide General Plan Framework: An Element of the City of Los Angeles General Plan. http://cityplanning.lacity.orgcwd/framwk/chapters/01/01.htm. Accessed October 26, 2006. Readopted August 8, 2001.
[18] Community Redevelopment Agency of the City of Los Angeles (CRA/LA) Website: http://www.crala.org/internet-site/Projects/CD9/c9_map.cfm. Accessed November 30, 2006.
[19] City of Los Angeles Municipal Code, Chapter 1, Article 2, SEC. 12.14.
[20] Los Angeles Department of City Planning, General Plan of the City of Los Angeles Land Use Map, Southeast Los Angeles Community Plan, http://cityplanning.lacity.org/INDEX.HTM, accessed February 1, 2007.
[21] City of Los Angeles Municipal Code, Chapter 1, Article 2, SEC. 12.14.

Table 2-1 Permitted Uses in Zone Designations

Zone	*Permitted Uses*
C2-1VL (Commercial)	Art or antique shops, pet shops, carpenter, plumbing or sheet metal shops, catering shops, feed and fuel stores, interior decorating or upholstery shops, sign-painting shops, tire shops, restaurants, tea rooms, and cafes, as well as uses permitted in the "C1" and "C1.5" Commercial zones.[23]
R2-1 (Two-Family)	Two-family dwelling, two single-family dwellings, apartments, boarding/rooming houses, parking areas, accessory/home occupation uses, as well as uses permitted in the "R1" One-Family Residential zone.[24]

Schools are a permitted use within a C2-1VL zone and are permitted within a R2-1 zone, subject to the issuance of a conditional use permit by the City of Los Angeles, unless an exemption under Government Code Section 53094 is invoked.[25] On October 11, 2005, the Board approved a Resolution to render the Proposed Project exempt from zoning ordinances.[26]

2.4 PROJECT DESCRIPTION

The Proposed Project includes the acquisition of an additional 9.13 acres of residential and commercial properties to be added to 6.01 acres of the originally approved project; various street vacations between South Hoover Street and Menlo Avenue and alleys; demolition of the existing structures on the additional acreage; and planning, construction and operation of the Proposed Project. As applicable, eligible tenants and property owners of the existing properties would be relocated and compensated in accordance with the California *Real Property Acquisition and Relocation Assistance Act of 1970*.[27]

It should be noted the previously approved project included the construction of a 1,215-seat high school on eight acres with 45 classrooms. The previously approved project will not be analyzed as part of, or in conjunction with, the current Proposed Project.

[22] Los Angeles Department of City Planning, General Plan of the City of Los Angeles Land Use Map, Southeast Los Angeles Community Plan, http://cityplanning.lacity.org/INDEX.HTM, accessed February 1, 2007.
[23] Zimas (Zone Information & Map Access System). 2006. LA City Planning Department. http://zimas.lacity.org, accessed February 5, 2007.
[24] Ibid.
[25] Los Angeles Municipal Code, Chapter 1 General Provisions and Zoning, Article 2 Specific Planning-Zoning Comprehensive Zoning Plan, Sections 12.08, 12.09, 12.12.1 and 12.14.
[26] LAUSD Board of Education, Resolution by the Los Angeles Unified School District Rendering Specified City and County Zoning Ordinances Inapplicable to the District's Acquisition and Use of Property for Designated Schools Pursuant to Government Code Section 53094 and Making Findings of Fact Related Thereto, Adopted October 11, 2005, Reference Board of Education Report No. 69-05/06.
[27] CCR, Title 25, 2006.

2.4.1 Project Components

Facilities

The Proposed Project would consist of multiple one- to four-story buildings encompassing approximately 200,000 square feet of building area. School classrooms and the administration area would be located primarily along 60th Street The Proposed Project would include 75 classrooms, a library, food services, a multi-purpose room, team rooms, an underground parking structure, and a football stadium with 1,500 total seats. In addition, the Proposed Project would include hardcourts and other playfields, which may include field lights. The Proposed Project site would be fenced.

Student Capacity and Schedule

The Proposed Project would provide 2,025 two-semester seats for grades nine through twelve. The Proposed Project would operate with approximately 180 full-time and part-time faculty and staff. The Proposed Project is intended to relieve overcrowding at Manual Arts High School. School hours would generally be from 8:00 A.M. to 3:00 P.M., with staff and students arriving on campus between approximately 7:00 A.M. and 8:00 A.M. and leaving between approximately 3:00 P.M. and 5:00 P.M.

Access and Parking

The main access (entrance) for the Proposed Project would be located on 60th Street. Student loading and unloading zones for personal vehicles and school buses would also be located along 60th Street. Bus loading and unloading zones would be located along Menlo Avenue. School buses would be provided for special needs students only and it is estimated that up to three small school buses would be required. The entrance to the parking structure would be located on Menlo Avenue, on the west side of the Proposed Project site. Approximately 188 parking spaces would be provided for faculty and staff.

Segments of 58th Place, 59th Street, and 59th Place bisect the Proposed Project site. The Proposed Project includes the vacation of these segments, as well as eight alleys between South Hoover Street and Menlo Avenue.

School-Related Events

The Proposed Project would include after school programs for students, such as athletic activities, special-interest clubs, and extra-curricular activities. The football stadium, with 1,500 total seats, would be used for nighttime sporting events, primarily between August and December. The Proposed Project may have other occasional nighttime and weekend events. Some of these events would be campus-wide, while others would be grade-specific.

Community/Civic Center Use

According to California Education Code 38131(b) *Civic Center Act*, facilities at every school in the District can be utilized by the public as a Civic Center facility.[28] Community uses may vary, depending on the community's needs and applications for permits. For example, non-profit community organizations and members of the public are permitted to use school facilities for supervised recreational activities, meetings and public discussions, during designated hours when regular school activities will not be disrupted. Operation of the school facilities for community use would generally occur between 3:00 P.M. and 10:00 P.M. during the weekdays, and 8:00 A.M. and 10:00 P.M. on Saturday.

Organizations wishing to use a school location for a Civic Center use must go through an application/permit process with LAUSD. Parking for Civic Center uses may be provided in the school's on-site parking structure.

Adult School

The Proposed Project may also include an adult education program that would take place Monday through Thursday, outside of normal school hours (between 5:30 P.M. and 9:30 P.M.). Fifteen classrooms would be used outside of normal school hours to accommodate this component of the Proposed Project. However, the number of students, faculty, and staff attending the adult education sessions would vary, depending on need.

Summer School

Summer school sessions typically begin in early-July and end in mid-August and run from approximately 8:00 A.M. to 12:30 P.M. The number of students, faculty, and staff participating in the summer sessions would vary from year to year, depending on student need and available capacity.

2.4.2 Construction Phase

Construction of the Proposed Project would take approximately 36 months to complete. Construction would start in the second quarter of 2009. School occupancy is scheduled for the third quarter of 2012.[29]

The building materials of the existing structures would be tested for asbestos and lead-based paint in order to determine the need for special disposal requirements. If asbestos or lead is found, the material will be abated in accordance with Rule 1403 of the South Coast Air Quality Management District. Existing materials would be recycled to the extent feasible, and remaining debris, existing vegetation, and other structures would be removed and disposed of at an approved landfill. Soil remediation, if necessary, would be completed during this phase, in accordance with the California Education Code and under oversight of the State of California

[28] California Education Code Section 38130 et seq.
[29] LAUSD, Strategic Execution Plan, 2007.

Department of Toxic Substances Control (DTSC). The construction site and staging areas would be marked and barriers would be installed to prevent disturbance or tracking offsite of potentially impacted soils.

The Proposed Project site would then be excavated and compacted as needed, followed by any necessary trenching (e.g., for utility hookups to buildings). The foundations, buildings, and utilities would then be constructed. The area surrounding the buildings would be covered with concrete and asphalt; new curb-cuts and driveways would be added; and new sidewalks would be located along the perimeter of the Proposed Project site. Finally, landscaping, site fencing, and any finishing work would be completed.

2.5 PROJECT DESIGN FEATURES

■ Collaborative for High Performance Schools (CHPS) Criteria

LAUSD is the first school district in the United States to adopt and implement the Collaborative for High Performance Schools (CHPS) Criteria, which define a high performance school and addresses site planning, water efficiency, energy efficiency, building materials, indoor air quality, and district resolutions.[30] The LAUSD Board of Education adopted a Resolution on High Performance School Facilities requiring Phase II and future phase schools to be certified according to CHPS.[31] High performance schools are facilities that improve the learning environment while conserving energy, resources, and money. The Proposed Project will be a high performance school and will include the minimum required 32 CHPS criteria points (or features). In the assessment of project impacts, these features are assumed to be a part of the project and are not included as mitigation measures. Certain CHPS points are mandatory and are identified below.

■ LAUSD Design Standards

In addition to the CHPS criteria, LAUSD applies best management practices (BMPs), which are established and refined as part of LAUSD's current building efforts. The mandatory-CHPS criteria and standard LAUSD BMPs are presented below.

Noise/Acoustics

Under mandatory CHPS requirements, classrooms shall be designed to achieve maximum unoccupied background noise levels of 45 A-weighted decibels (dBA) or better. Classrooms must also have a 0.6-second maximum (unoccupied) reverberation time. Where excessive noise from operation of the new school site could disturb adjacent residential uses, LAUSD may incorporate buffers, such as masonry walls, between playgrounds and adjacent residential uses.

[30] CHPS, 2001. High Performance Schools Best Practices Manual, Volume III Criteria, November 1. Accessed from website: www.CHPS.net/manual/documents/2002 updates/CHPSvIILpdf

[31] LAUSD, 2003. Los Angeles City Board of Education Resolution, Sustainability and the Design and Construction of High Performance Schools. October 28.

Light and Glare

All "luminaries" or lighting sources shall be installed in such a manner as to minimize glare for pedestrians and drivers, and to minimize light spilling onto adjacent properties.

Water Supply

LAUSD shall require its construction contractors to coordinate with the City of Los Angeles Department of Water and Power prior to the relocation or upgrade of any water facilities to reduce the potential for disruptions in service.

Additionally, under mandatory CHPS requirements, the landscape and ornamental water use budget needs to conform to applicable local water efficient landscape ordinance to prevent excessive water use for irrigation. If no local ordinance is applicable, then the water use budget must conform to the landscape and ornamental budget outlined by the California Department of Water Resources.

Reuse of Historical Resources

Where feasible, LAUSD shall require its construction contractor to re-use rather than destroy historical resources, as applicable and identified in the project-specific Historic Resources Survey. LAUSD shall require its construction contractor to take the following steps when dealing with historical resources:

- Retain and preserve the historic character of a building, structure, or site where feasible
- Treat distinctive architectural features or examples of skilled craftsmanship that characterize a building with sensitivity where feasible
- Conceal reinforcement required for structural stability or the installation of life safety or mechanical systems wherever feasible
- Undertake surface cleaning of historic structures with the gentlest means possible. Avoid sandblasting and chemical treatments

Fire Protection

LAUSD shall reduce impacts to fire protection services by:

- Having local fire jurisdictions review all site plans prior to the State Fire Marshal's final approval
- Providing a full site plan for the local review, including the location of all buildings, both existing and proposed, fences, drive gates, retaining walls, and other construction affecting Fire Department access, with unobstructed fire lanes for access indicated

Energy Efficiency

Under mandatory CHPS requirements, the new school design must exceed the California energy efficiency standards by 10 percent, or the following prescriptive package energy conservation measures must be included in the design:[32]

- Energy efficient lighting with occupancy controls
- Economizers on package equipment

Under mandatory CHPS requirements, a designated commissioning agent or district official shall perform, monitor or verify that the new school building's energy systems operate as intended and that effective training has been provided to maintain building performance to protect indoor air quality and maintain superior energy performance in accordance with requirements of the California Occupational Safety and Health Administration (Cal/OSHA) Minimum Building Ventilation Standard, Title 8, Sec. 5142.

Waste Reduction and Efficient Material Use

Under mandatory CHPS requirements, the project must meet local ordinance requirements for recycling space and provide an easily accessible area serving the entire school that is dedicated to the separation, collection, and storage of materials for recycling including: at a minimum paper (white ledger, mixed, and cardboard), glass, plastics, metals, and landscaping waste.

Indoor Air Quality

Under mandatory CHPS requirements, the project must meet the performance requirements of the Cal/OSHA Minimum Ventilation Standard which requires the design of building ventilation systems to: a) ensure that the continuous delivery of outside air is no less than the governing design standard; and b) occur at all times while rooms are occupied. The design must ensure that the supply operates in continuous mode and is not readily defeated (i.e., blocked registers or windows) during occupancy periods.

Thermal Comfort

Under mandatory CHPS requirements, the project must comply with the American Society of Heating, Refrigeration and Air-Conditioning Engineers (ASHRAE) Standard for thermal comfort standards, including humidity control within established ranges per climate zone.[33] Indoor design temperature and humidity conditions for general comfort applications shall be determined in accordance with appropriate American National Standards Institute (ANSI) or ASHRAE standards[34,35]

[32] CCR, Title 24, Section 2001 and California Energy Efficiency Standards, 2006.
[33] ASHRAE Standard 55-1992, Addenda 1995.
[34] ANSI Standards /ASHRAE 55-1992.
[35] ASHRAE 55-1992 or Chapter 8 of the ASHRAE Handbook, 1993, Fundamentals Volume, 1993.

■ LAUSD Construction Best Management Practices

LAUSD shall require its construction contractor to comply with all applicable rules and regulations in carrying out the construction of the Proposed Project. LAUSD's construction contractor for the Proposed Project will also comply with LAUSD Construction BMPs, which are established and refined as part of LAUSD's current building efforts.

Construction Site Runoff Control

Under mandatory CHPS requirements, LAUSD's construction contractor shall control erosion and the transport of soil and other pollutants off the site during construction. LAUSD's construction contractor shall design and implement a site-specific plan that incorporates the use of BMPs in compliance with the U.S. EPA's National Pollutant Discharge Elimination System (NPDES), obtained from the Los Angeles Regional Water Quality Control Board (LARWQCB). The plan shall include a Storm Water Pollution Prevention Program (SWPPP) be prepared by LAUSD's construction contractor in accordance with Part 2 of the NPDES Construction General Permit: General Permit for Stormwater Discharges from Construction Activities, and meet the following objectives:

- Prevent soil loss by wind and water erosion, including protecting topsoil by stockpiling for reuse.
- Prevent transport of sediment and particulate matter to storm sewers or receiving waters and/or to air.
- Eliminate or reduce off-site discharge of construction waste.

LAUSD's construction contractor shall properly discharge any water accumulation within the excavation pit in accordance with BMPs and a dewatering plan that must be developed and approved prior to construction, as part of the NPDES General Construction Storm Water Permit.

Construction Traffic

LAUSD shall require its contractors to submit a construction worksite traffic control plan to the City of Los Angeles Department of Transportation (LADOT) for review prior to construction. The plan shall show the location of any haul routes, construction hours, protective devices, warning signs, and access to abutting properties.

Construction Air Emissions

LAUSD shall require its construction contractors to comply with all applicable SCAQMD rules (i.e., Rule 403, *Fugitive Dust*) and regulations in carrying out construction activities. To reduce the potential for significant hazardous emissions during a removal action, LAUSD or its construction contractor shall do any of the following:

- Maintain slow speeds with all vehicles
- Load impacted soil directly into transportation trucks to minimize soil handling

- During dumping, minimize soil drop height into transportation trucks or stockpiles
- During transport, cover or enclose trucks transporting soils, increase freeboard requirements, and repair trucks exhibiting spillage due to leaks
- Place stockpiled soil in areas shielded from prevailing winds

Construction Noise

LAUSD shall require the construction contractor to keep properly functioning mufflers on all internal combustion and vehicle engines used in construction. LAUSD shall require its construction contractor to provide advance notice of the start of construction to all noise sensitive receptors, businesses and residences adjacent to the project area and include specifically where and when construction activities will occur and provide contact information for filing noise complaints. During construction activities, the construction contractor shall, to the extent feasible, locate portable equipment and shall store and maintain equipment away from the adjacent residents. LAUSD shall require its construction contractors to comply with all applicable noise ordinances of the affected jurisdiction. LAUSD shall include the City of Los Angeles noise ordinance in all construction contracts.

Hazardous Materials

LAUSD shall require its construction contractor to assess and remediate hazardous materials at the Proposed Project site under supervision of the DTSC. LAUSD shall require its construction contractors to comply with SCAQMD Rule 1166 (Volatile Organic Compounds Emissions from Decontamination of Soil) for the removal of VOC contaminated soils and will comply with the DTSC *Interim Guidance for Evaluating Lead-Based Paint and Asbestos-Containing Materials at Proposed School Sites* and SCAQMD Rule 1403 (Asbestos Removal) for removal of ACM and LBP materials prior to demolition.

Sewer Services

LAUSD or its construction contractor shall coordinate with the City of Los Angeles Department of Public Works, Bureau of Sanitation, and Bureau of Engineering or other appropriate jurisdictions and departments prior to the relocation or upgrade of any sewer facilities to reduce the potential for disruptions in service.

Waste Management

Under mandatory CHPS requirements, and to ensure optimal diversion of solid resources generated by the project, LAUSD shall require its contractors to reuse, recycle, and/or salvage at least 50% (by weight) of the non-hazardous construction and demolition debris to foster material recovery and reuse, and to minimize disposal in landfills.

Relocation Assistance Program

LAUSD shall provide relocation assistance to eligible residents and businesses in accordance with its Relocation Assistance Advisory Program and Commercial Assistance Advisory Program. LAUSD shall comply with all items identified in Paragraph 6040 of Title 25 of the California Code of Regulations.

2.6 REQUIRED PERMITS AND APPROVALS

As required by CEQA Guidelines, this Section provides, to the extent the information is known to LAUSD, a list of the agencies that are expected to use the environmental analysis of the Proposed Project in their decision-making and a list of permits and other approvals required to implement the project.[36]

2.6.1 Lead Agency Approval

The Final SEIR for the Proposed Project must be certified by the Board as to its adequacy in complying with the requirements of CEQA, before taking any action on the Proposed Project. The Board will consider the information contained in the SEIR in making a decision to approve or deny the Proposed Project. The analysis in the SEIR is intended to provide environmental review for the whole of the Proposed Project, including the project planning, site acquisition, demolition of existing structures, site clearance, excavation of the site, construction of school buildings and appurtenant facilities, and ongoing operation of the school and associated school programs in accordance with CEQA requirements.

2.6.2 Other Required Permits and Approvals

A public agency, other than the lead agency, that has discretionary approval power over a project is known as a "Responsible Agency," as defined by CEQA Guidelines.[37] The Responsible Agencies, and their corresponding approvals, for this project include the following:

State of California

- California Environmental Protection Agency (EPA), Department of Toxic Substances Control (Determination of "No Further Action")
- California State Allocation Board (Approval of Funding)
- California Department of Education
- School Facilities Planning Division (Approval of Final Site and Final Plans)
- Department of General Services
  - Office of Public School Construction (Approval of Funding)
  - Division of the State Architect (Approval of Construction Drawings)

[36] *California Environmental Quality Act* (CEQA) Guidelines, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, §15124(d), http://ceres.ca.gov/ceqa. 2007.
[37] CEQA Guidelines, CCR, Title 14, Division 6, Chapter 3, §15381, 2007.

City of Los Angeles

- Department of Public Works
  - Bureau of Engineering (Off-site Improvements Permit or "B-Permit")
- Department of Transportation (Approval of Memorandum of Understanding (MOU) and Traffic Impact Analysis/Pedestrian Safety Study)
- Fire Department (Plan Approval for Emergency Access)

Regional Agencies

- Los Angeles Regional Water Quality Control Board (NPDES permit; issuance of waste discharge requirement; and construction stormwater run-off permits)

2.6.3 Reviewing Agencies

Reviewing Agencies include those agencies that do not have discretionary powers, but that may review the SEIR for adequacy and accuracy. Potential Reviewing Agencies include the following:

State of California

- Office of Historic Preservation
- Department of Transportation (Caltrans)
- Resources Agency
- Department of Conservation, Division of Oil, Gas and Geothermal Resources
- Department of Fish and Game
- Native American Heritage Commission
- State Lands Commission
- California Highway Patrol
- California State Parks
- Public Utilities Commission

City of Los Angeles

- Community Redevelopment Agency
- Department of City Planning
- Department of Environmental Affairs
- Police Department
- Department of Water and Power
- Department of Recreation and Parks

Regional Agencies

- Los Angeles County Metropolitan Transportation Authority
- South Coast Air Quality Management District
- Southern California Association of Governments

Chapter 3 Environmental Determination

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the Proposed Project and will be further evaluated in the EIR.

☒ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☒ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☒ Noise	☒ Pedestrian Safety
☐ Population/Housing	☐ Public Services	☐ Recreation
☒ Transportation/Traffic	☐ Utilities/Service Systems	☒ Mandatory Findings of Significance

3.2 DETERMINATION

On the basis of this initial evaluation:

I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

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 that 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 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. ☐

Angelo J. Bellomo
Director, Office of Environmental Health & Safety
California Environmental Quality Act Officer
Los Angeles Unified School District

Date

Chapter 4 Initial Study Checklist

4.1 ORGANIZATION OF ENVIRONMENTAL ANALYSIS

Sections 4A through 4Q provide a discussion of the potential environmental impacts of the Proposed Project. The evaluation of environmental impacts follows the questions provided in the Checklist provided in the CEQA Guidelines and annotated to meet requirements of Title 5 of the California Code of Regulations for school facilities.[38]

4.2 TERMINOLOGY USED IN THIS ANALYSIS

For each question listed in the IS checklist, a determination of the level of significance of the impact is provided. Impacts are categorized in the following categories:

- A designation of *no impact* is given when no adverse changes in the environment are expected.
- A *less-than-significant impact* would cause no substantial adverse change in the environment.
- A *potentially significant (but mitigable) impact* would have a substantial adverse impact on the environment but could be reduced to a less-than-significant level with incorporation of mitigation measure(s).
- A *significant and unavoidable impact* would cause a substantial adverse effect on the environment and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level.

4.3 EVALUATION OF ENVIRONMENTAL IMPACTS

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

[38] CEQA Guidelines, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, .§15000, Appendix G, http://ceres.ca.gov/ceqa. 2006

Once the LAUSD has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less-than-significant with mitigation, or less-than-significant.

"Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

"Less-Than-Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." Mitigation measures are identified and explain how they reduce the effect to a less-than-significant level (mitigation measures may be cross-referenced).

Earlier analyses may be used where, pursuant to the PEIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 15063(c)(3)(D)]. In this case, a brief discussion should identify the following:

a) Earlier analysis used. Identify and state where they are available for review
b) Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis
c) For effects that are "Less-than-Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project

References and citations have been incorporated into the checklist responses to identify information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document, where appropriate, includes a reference to the page or pages where the statement is substantiated.

Source listings and other sources used or individuals contacted are cited in the discussion.

The explanation of each issue identifies the following:

a) The significance criteria or threshold, if any, used to evaluate each question
b) The mitigation measure identified, if any, to reduce the impact to less than significant

4A. Aesthetics

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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 within a state 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 that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Explanation

a. No Impact. The Proposed Project would not have an adverse effect on scenic vistas. Per the South Central Los Angeles Community Plan, no scenic vistas are located at or near the Proposed Project site. Therefore, the Proposed Project would not have a substantial adverse effect on a scenic vista. No impact would occur, and no further study of this issue is required.

b. No Impact. The Proposed Project would not have a substantial adverse effect on scenic resources, including those located within a designated scenic highway. The Proposed Project site is generally bounded by West 60th Street, South Menlo Avenue, South Hoover Street and West Slauson Avenue. The Proposed Project site is not located on a State Scenic Highway, and no impact to such a resource is expected.[39] Furthermore, the Proposed Project site includes paved and grass areas, and no rock outcroppings, trees, historic buildings, or other physical features that would constitute important scenic resources.[40] Development of the Proposed Project site, therefore, would not result in any impacts to scenic resources located within a designated State Scenic Highway. No further study of this issue is required.

c. Potentially Significant Impact. The Proposed Project would not substantially degrade the existing visual character of the area. The Proposed Project site is currently developed with commercial and residential uses and contains no natural resources with scenic vistas. The Proposed Project would demolish and convert the existing structures into a high school campus with one- to four-story buildings. The

[39] City of Los Angeles, Transportation Element of the City of Los Angeles General Plan. Adopted by City Council on September 9, 1999, Map E Scenic Highways.
[40] Los Angeles-City Planning Department-Systems And GIS Division. *General Plan Land Use Map, South Los Angeles Community Plan*. March 22, 2000.

proposed height, scale, and massing of the school buildings would be similar to the existing structures on and immediately surrounding the Proposed Project site (two- and three-story structures). The LAUSD applies a variety of design standards to new school construction in order to create schools that are aesthetically compatible with the neighborhood in which they are located. This includes the incorporation of a set of BMPs during site selection, design, construction, and operation that would minimize the degradation of the existing visual quality of the site and surroundings.[41] Therefore, the Proposed Project is not expected to substantially alter the existing visual character of the Proposed Project site or its surroundings.

The proposed one to four-story structures would be up to 60 feet in height and would be approximately 50 feet away from the nearest residential structures, located to the west across Menlo Avenue and east across South Hoover Street. While the height of the proposed structures is not anticipated to differ substantially from the height of the existing structures located on and around the site, the placement of the proposed structures and distance to sensitive uses would result in a change to shadows cast towards the surrounding residential properties. Thus, a shade and shadow analysis will be performed, and results will be presented in the SEIR.

d. Less-Than-Significant Impact. The Proposed Project includes a 1,500-seat football field which will include night time athletic field lights. This would constitute a substantial new source of light that could potentially affect nighttime views in the area. The Proposed Project site is located in an area developed with urban uses, which include residential and commercial structures. The Proposed Project site is surrounded by both single-family and multi-family residential uses, and major commercial areas such as the K-mart shopping center located just west of the Proposed Project site.[42] The closest adjacent single-family residences are located to the south across 60th Street and to the west across Menlo Avenue. Multi-family residential uses also exist east of the site across South Hoover Street. External and internal illumination is already in place at the adjacent commercial buildings and local roadways. New sources of light as part of the Proposed Project would include security lighting, headlights from vehicles coming in and out of the new school, classroom lighting, and field lights from the proposed football field. Due to the proximity of houses, the Proposed Project could potentially expose residences along 60th Street and Menlo Avenue to spill-over lighting impacts from the proposed athletic field lighting as well as new building, security, or landscape lighting.

According to LAUSD's design standards, the Proposed Project's lighting system would be designed to be consistent with and sensitive to surrounding uses. Lighting would be installed in such a manner as to minimize glare for pedestrians and drivers, and to minimize spillover light, in accordance with LAUSD Design Standards.

[41] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Appendix B.1.
[42] Earth Tech. Preliminary Phase I Environmental Site Assessment Report South Los Angeles Area New High School #3. October 20, 2006.

LAUSD would apply design standards that would avoid any impacts that would adversely affect day or nighttime views and may include reducing light intensity to no more than 2 foot-candles above the ambient light level, measured at the nearest residential property line, which is located 50 feet to the east of the Proposed Project site.[43] Methods to achieve this result may include hoods, filtering louvers, glare shields, and/or landscaping.[44] In addition, the lamp enclosures and poles would also be painted or be of natural finish to reduce reflection.[45] Further, the exterior finish of the building would not include any highly reflective surfaces, aside from the standard glass windows. Therefore, as part of the Proposed Project, design measures and BMPs would be implemented to ensure that a substantial increase in spillover lighting would not occur. Impacts would be less than significant, and no further study is required.

Further Study Required: Further study is required for aesthetics related to shade and shadow impacts.

[43] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.13-10 (Mitigation Measure AE-1.2).
[44] Ibid.
[45] Ibid.

4B. Agriculture Resources

Would the project (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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a. 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?	☐	☐	☐	☒
b. Conflict with 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?	☐	☐	☐	☒

Explanation

a. No Impact. The Proposed Project would not convert Farmland to non-agricultural uses. The project site is in an urban setting and is currently developed with residential and commercial units. The parcels are designated as residential and commercial areas in the City of Los Angeles General Plan and none are designated for agricultural use. The Proposed Project site is located within an area designated as Urban and Built-Up Land by the Farmland Mapping and Monitoring Program.[46] Therefore, no impact to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would occur. No further study of this issue is required.

b. No Impact. The Proposed Project would not conflict with agricultural zoning or a *Williamson Act* contract. The Proposed Project site is in an urban setting and is currently developed as an urban, non-agricultural use.[47] The Proposed Project site is presently zoned Two-Family Residential and Commercial by the Los Angeles Municipal Code and designated Low Medium Residential and General Commercial by the City of Los Angeles General Plan.[48] Further, the County of Los Angeles does not offer *Williamson Act* contracts, thus, no *Williamson Act* contract exists for the

[46] Farmland Mapping and Monitoring Program. Website: http://www.consrv.ca.gov/DLRP/fmmp/overview/survey_area_map.htm. Accessed January 10, 2007
[47] EIP Associates Site Visit conducted on January 24, 2007.
[48] Zoning Information and Map Access System. Website: http://zimas.lacity.org/, Accessed January 5, 2007.

proposed school or surrounding areas.[49] Therefore, no impact would occur and no further study of this issue is required.

c. No Impact. Implementation of the Proposed Project would not result in changes to the environment that could convert Farmland to non-agricultural uses. The Proposed Project site is located in an urban setting with no Farmland within several miles.[50] The Proposed Project site is currently developed with residential and commercial uses. Therefore, the Proposed Project would not result in the conversion of Farmland to non-agricultural uses, and no further study of this issue is required.

Further Study Required: No further study of agricultural resources is required.

[49] California Division of Land Resources Protection, Farmland Mapping and Monitoring Program. Website: http://www.consrv.ca.gov/DLRP/fmmp/overview/survey_area_map.htm, Accessed January 24, 2007.
[50] EIP Associates/PBS&J Site Visit conducted on January 24, 2007.

4C. Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a. Conflict with or obstruct implementation of the applicable Air Quality Attainment 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-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d. Create or contribute to a non-stationary source "hotspot" (primarily carbon monoxide)?	☒	☐	☐	☐
e. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
f. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Explanation

a. Less-Than-Significant Impact. The Proposed Project would have a less-than-significant impact on the applicable Air Quality Attainment Plan. The City of Los Angeles is located within the South Coast Air Basin (Basin). Air emissions in the Basin are regulated by the SCAQMD.

The SCAQMD is required, pursuant to the *Clean Air Act*, to reduce emissions of criteria pollutants for which the Basin is in non-attainment. Strategies to achieve these emissions reductions are developed in the Air Quality Management Plan (AQMP) prepared by SCAQMD for the region. The AQMP is based on Southern California Association of Governments (SCAG) population projections, as well as land use destinations and population projections included in General Plans for those communities located within the Basin. Population growth is typically associated with the construction of residential units or large employment centers. A project would be inconsistent with the AQMP if it results in population and/or employment growth that exceeds growth estimates for the area. The proposed school project would not result in population growth and would not cause an increase in currently established population projections. The Proposed Project does not include residential development or large local or regional employment centers and thus, would not

result in significant population or employment growth. The Proposed Project is intended to relieve overcrowding at existing schools within the target search area. The Proposed Project is needed to respond to existing and forecasted overcrowded conditions in area schools. All LAUSD school development is subject to the requirements of the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the South Coast Air Quality Management District (SCAQMD). LAUSD would comply with all existing and new rules and regulations as they are implemented by the SCAQMD, CARB, and/or US EPA.[51]

Finally, the LAUSD New School Construction Program PEIR determined that the new school construction projects would not conflict with or obstruct implementation of the SCAQMD's Air Quality Management Plan (AQMP).[52] Impacts are considered less than significant, and no further study related to air quality plans is required.

b. Potentially Significant Impact. The Proposed Project could violate air quality standards or contribute to existing or projected air quality violations. The Proposed Project would generate air pollutants as a result of construction and operation-related emissions. The SCAQMD has established standards for air quality constituents generated by construction and by operational activities for pollutants such as ozone (O_3), carbon monoxide (CO), oxides of nitrogen (NO_x), sulfur dioxide (SO_2), and particulate matter less than or equal to 10 microns in diameter (PM_{10} and $PM_{2.5}$). The Proposed Project site is located in the South Coast Air Basin. The South Coast Air Basin is in non-attainment for ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$) and carbon monoxide (CO).[53]

Short-term construction related impacts could result from the use of construction equipment, such as graders, dump trucks, and worker vehicles, as well as from fugitive dust during excavation and site preparation activities. Operational long-term air quality impacts could occur from vehicle emissions related to automobile trips to and from the Proposed Project site. A detailed air quality study will be prepared, and air quality impacts will be further evaluated in the SEIR.

c. Potentially Significant Impact. The Proposed Project might result in a cumulatively considerable net increase in criteria pollutants for which the South Coast Air Basin (SCAB) is in non-attainment. The SCAB is in non-attainment for ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$) and carbon monoxide (CO).[54] Construction and operation of the Proposed Project could contribute to air quality impacts in the existing non-attainment area. A detailed air quality study will be prepared, and cumulative impacts will be further evaluated in the SEIR.

d. Potentially Significant Impact. The Proposed Project could potentially create or contribute to a non-stationary source or carbon monoxide (CO) "hotspot." A CO hot

[51] LAUSD, OEHS, New School Construction Program PEIR, p. 3.2-13.
[52] Ibid.
[53] California Air Resources Board, 2006 Area Designations for State Ambient Air Quality Standards, February 2006.
[54] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR pp. 3.2-6 through 3.2-7.

spot, or area of high CO concentration, can occur at traffic congested roadway intersections as a result of accumulating vehicle emissions. The SCAQMD has established concentration thresholds to assess the Proposed Project's impacts associated with CO hotspots.[55] As stated in section 4C(b), depending upon Proposed Project trip generation, the Proposed Project could increase vehicular traffic in the vicinity of the Study Area beyond levels currently generated. Further study is required. A detailed air quality study will be prepared and discussed in the SEIR.

e. Potentially Significant Impact. The Proposed Project could expose sensitive receptors to a substantial amount of pollutant concentrations. Sensitive receptors include land uses that contain a high concentration of sensitive population groups such as residences, schools, daycare centers, and medical and recreational facilities. Sensitive population groups are more susceptible to the effects of air pollution than are the population at large. The existing residential land uses and commercial uses located in close proximity to the Proposed Project site would be considered sensitive receptors that could be impacted by the Proposed Project. Construction emissions, although temporary, could result in a significant increase in existing ambient air pollutant health risk. Operational impacts associated with the Proposed Project could cause localized significant impacts to the general population. A detailed air quality study will be prepared, and impacts to sensitive receptors will be further evaluated in the SEIR.

f. Less-Than-Significant Impact. The Proposed Project would not result in objectionable odors. Emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate objectionable odors; however, these odors would be temporary in nature and are not expected to affect a substantial number of people.[56] The only operational odor sources associated with the Proposed Project would be kitchen or waste management activities; however proper maintenance and established LAUSD waste management practices would reduce the potential for objectionable odors during project operations to a less-than-significant level, and no further study of this issue is required.[57]

Further Study Required: Further study is required for air emissions related to short-term construction activities and long-term operations. Construction and operation of the school would contribute to air quality impacts in an existing non-attainment area for O_3, PM_{10}, $PM_{2.5}$, and CO; CO hotspots may be created by vehicle trips; and there may be potential pollutant impacts to sensitive receptors.

[55] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.2-19.
[56] Ibid., Draft PEIR p. 3.2-22.
[57] Ibid., Draft PEIR p. 3.2-23.

4D. Biological Resources

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a. Adversely impact, either directly or indirectly or through habitat modifications, any endangered threatened or rare species as listed in Title 14 of the California Code of Regulations (Section 670.2 or 670.5) or in Title 50 of the Code of Federal Regulations (Section 17.11 or 17.12)?	☐	☐	☒	☐
b. 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 regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
d. 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?	☐	☐	☐	☒
e. 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?	☐	☐	☐	☒
f. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
g. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Explanation

a. Less-Than-Significant Impact. Implementation of the Proposed Project would not impact, either directly or indirectly or through habitat modifications, any endangered, threatened or rare species as listed in Title 14 of the California Code of Regulations.[58] Sensitive plant species are those that are candidates, proposed, or listed as threatened or endangered by the U.S. Fish and Wildlife Service (USFWS) or the California Department of Fish and Game (CDFG), and those plants that are considered sensitive species by the California Native Plant Society (CNPS). According to the City of Los Angeles General Plan, there are more than 180 species within the City that are considered either endangered or threatened.[59] To manage the preservation of these species, Significant Ecological Areas (SEAs) have been identified throughout the City on the basis of existing known habitats of sensitive or endangered species, as well as sites containing a diversity of native plant and animal sites.[60] These sites are considered important for the preservation and maintenance of biodiversity.

The Proposed Project site is currently developed with residential and commercial units within the South Central Los Angeles Community Planning Area of the City of Los Angeles.[61] On-site development has taken place in significant portions of the Proposed Project site since at least the late 1920s.[62] The Proposed Project site is not within an SEA.[63] Further, a search of the California Natural Diversity Database (CNDDB) using Rarefind 3 for the Hollywood, Los Angeles, Inglewood, and South Gate U.S. Geological Survey (USGS) 7.5-minute quadrangles was performed to develop a preliminary list of sensitive species and biological resources that could potentially occur in the vicinity of the Proposed Project site (Appendix A).[64] Although no sensitive plant or animal species have been documented on the Proposed Project site, several species, including the coastal dunes milk-vetch (*astragalus tener var. titi)*), have been known to occur historically in the vicinity of the Proposed Project. Many of the species noted have since been extirpated. Recent sightings have occurred, but these are restricted to remaining areas of open space and relatively undisturbed habitat. The likelihood of species dispersal, whether plants or animals, from these areas to the Proposed Project site is extremely low. In addition, the Proposed Project site contains no native vegetation capable of supporting wildlife.[65] Therefore, a less-than-significant impact would occur, and no further study of this issue is required.

[58] Title 14 of the California Code of Regulations (Section 670.2 or 670.5) and in Title 50 of the Code of Federal Regulations (Section 17.11 or 17.12).
[59] City of Los Angeles General Plan. Conservation Element, Adopted September 2001, 99. II-20 and Exhibit B.
[60] Ibid.
[61] City of Los Angeles General Plan, South Central Los Angeles Community Plan. 1995.
[62] Earth Tech. Preliminary Phase I Environmental Site Assessment Report South Los Angeles Area New High School #3. October 20, 2006.
[63] City of Los Angeles General Plan. Conservation Element, Adopted September 2001, 99. II-20 and Exhibit B.
[64] California Department of Fish and Game. Natural Diversity Database. February 14, 2007.
[65] EIP Associates/PBS&J Site Visit conducted on January 24, 2007.

b. No Impact. The Proposed Project would not have an 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 regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service. The Proposed Project site has been previously disturbed and is located in an urban setting that does not contain any habitat of candidate, sensitive, or special status species as listed in local or regional plans, policies, or regulations, or by the CDFG or USFWS.[66] As discussed above, the Proposed Project site is not located within an SEA or within any area which supports biological resources within or adjacent to the Proposed Project site.[67] Therefore, no impact would occur, and no further study of this issue is required.

c. No Impact. The Proposed Project would not have an effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS. The Proposed Project site is currently developed and located in an urban environment and does not contain any riparian habitat, or other natural habitat as designated by the CDFG and USFWS.[68] Therefore, no impact to riparian or other natural habitat would occur, and no further study of this issue is required.

d. No Impact. The Proposed Project would not have an 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. The Proposed Project site is currently developed and located in an urban setting and does not contain any wetlands as defined by Section 404 of the *Clean Water Act*.[69] Therefore, no impact would occur, and no further study of this issue is required.

e. No Impact. Implementation of the Proposed Project would not interfere 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. The Proposed Project site is located in an urban environment and occupied by residential and commercial uses. The Proposed Project site does not contain any watercourse or greenbelt for wildlife movement, as it is immediately adjacent to residential and commercial development, which does not provide appropriate habitat for plants or wildlife.[70,71] Therefore, no impact would occur, and no further study of this issue is required.

f. No Impact. The Proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The City of Los Angeles Department of Public Works, Forestry Division

[66] EIP Associates/PBS&J Site Visit conducted on January 24, 2007.
[67] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.4-3.
[68] EIP Associates/PBS&J Site Visit conducted on January 24, 2007.
[69] Ibid.
[70] Ibid.
[71] Ibid.

staff has identified the City's heritage trees, oak trees, and California native trees within the City. Heritage trees are individual trees of any size or species that are specially designated as heritage because of their historical, commemorative, or horticultural significance. California native oaks are specifically protected by the Los Angeles City and County ordinances. The ordinances prohibit destruction of Valley oak (*Quercus lobata*) and California live oak and any tree of the oak genus indigenous to California City Municipal Code 46.00.[72] This excludes scrub oaks and nursery grown oaks.

The site visit did not identify any known sensitive biological resources in the immediate vicinity of the Proposed Project site.[73] No protected biological resources are present on-site; therefore, the Proposed Project would not conflict with any local policies, ordinances, or adopted conservation plans protecting biological resources.[74] The Proposed Project site does not contain ornamental or landscape trees; therefore, no trees would be removed as part of the Proposed Project. As such, no impact would occur, and no further study of this issue is required.

g. No Impact. The Proposed Project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or similar plan.[75] The site is not located within or proximate to any SEA, Land Trust, or Conservation Plan.[76] As such, no impact would occur, and no further study of this issue is required.

Further Study Required: No further study of biological resources is required.

[72] Chapter IV Public Welfare. Article 6. Preservation of Oak Trees Sec. 46.00 Oak Tree Regulations. Website: http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lamc_ca . Accessed: December 29, 2006.
[73] EIP Associates/PBS&J Site Visit conducted on January 24, 2007.
[74] California Department of Fish & Game, Wildlife & Habitat Data Analysis Branch, California Natural Diversity Database, April 2005.
[75] City of Los Angeles General Plan. Conservation Element, Adopted September 2001, p. II-20 and Exhibit B.
[76] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR pp. 3.4-3 and 3.4-16.

4E. Cultural Resources

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Explanation

a. Potentially Significant Impact. The Proposed Project could cause a substantial adverse change in the significance of a historical resource. Aerial photographs show development occurring on the Proposed Project site since at least 1928. The Proposed Project site has been historically occupied by residential units as well as commercial and light industrial facilities, such as an on-site service station, formerly located on 5845 South Hoover Street. The Proposed Project site is developed as residential and commercial units, none of which have been identified as historical resources by the City of Los Angeles General Plan.[77] A review of the historical landmarks for Los Angeles County indicates that the Proposed Project site, and properties in the immediate vicinity, do not contain any known historic landmarks.[78] However, because several structures located on the proposed project site are greater than 45 years old, which is normally associated with being a key indicator of a potential historic structure, impacts to historic resources are considered potentially significant, and this issue will be studied further in the Draft EIR.

b. Less-Than-Significant Impact. Implementation of the Proposed Project would not cause a substantial adverse change in the significance of an archaeological resource. No known archaeological resource occurs on or within a 0.5-mile radius of the Proposed Project site.[79] The Proposed Project site has been subject to grading and other ground disturbing activities, and, as such, remains of archaeological value are not anticipated to be present on the Proposed Project site. Though it is unlikely that archaeological resources are present on the Proposed Project site, it is possible

[77] EIP Associates/PBS&J Site Visit conducted on January 24, 2007.
[78] South Central Coastal Information Center, California Historical Information System, California State University Fullerton. Written Communication RE: LAUSD South Los Angeles High School No.3 (Records Check), January 15, 2007.
[79] Ibid.

that construction activity could unearth archaeological resources. If archaeological resources are discovered during construction, LAUSD shall implement standard procedures, as identified in the PEIR for evaluating and appropriately treating the archaeological resources.[80] Impacts would be less than significant, and no further review is required.

c. Less-Than-Significant Impact. Implementation of the Proposed Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. A records search by Natural History of Los Angeles County did not identify any known vertebrate or invertebrate paleontological resources within the Proposed Project site.[81,82] Though it is unlikely that vertebrate and/or invertebrate paleontological resources are present on the Proposed Project site, it is possible that construction activity could unearth such resources. If vertebrate and/or paleontological resources are discovered during construction, the LAUSD shall implement standard procedures, as identified in the PEIR for evaluating and appropriately treating paleontological resources.[83] As a result, impacts are considered less than significant, and no further study of this issue is required.

d. Less-Than-Significant Impact. The Proposed Project would not disturb any human remains, including those interred outside of formal cemeteries. The Proposed Project site has been previously disturbed, so remains are not expected. Though it is unlikely, it is possible that construction activity could unearth previously unknown human remains. If this were to occur during construction, the LAUSD shall implement the process specified by Section 7050.5 of the California Health and Safety Code.[84] The Los Angeles County Coroner will be notified, and no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition.[85] Impacts would be less than significant, and no further study of this issue is required.

Further Study Required: Further study of cultural resources is required to determine potential impacts to an historic resource.

[80] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR pp. 4-8 and 4-9.
[81] Natural History Museum of Los Angeles County. Technical Memorandum from Dr. Harry Filkorn. January 15, 2007.
[82] Natural History of Los Angeles County. Technical Memorandum from Samuel A. McLeod. Re: Paleontological resources for the proposed LAUSD South Los Angeles High School #3 Site, County of Los Angeles, project area. January 2, 2007.
[83] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.5-21.
[84] California Health and Safety Code, Section 7050.5.
[85] LAUSD, OEHS, New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004, Board Certified June 8, 2004, Draft PEIR, Appendix E.2.

4F. Geology and Soils

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a. 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.	☐	☐	☒	☐
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 potentially 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Explanation

a.(i) Less-Than-Significant Impact. The Proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. According to Exhibit A of the Safety Element of the Los Angeles City General Plan, the Proposed Project site is neither located within an Alquist-Priolo Earthquake Fault Zone, nor

within a Fault Rupture Study Area.[86] A total of five faults with Alquist-Priolo Special Studies Zones are located within five miles of the Proposed Project site,[87] the nearest of which is located approximately three miles to the southwest.[88] The nearest Fault Rupture Study area is located approximately 1.25 miles west and southwest of the Proposed Project site.[89] Nonetheless, the Proposed Project site is located in a seismically active region and, as required by California Education Codes 17212 and 17212.5 and by the California Division of State Architect, a full geotechnical investigation and report will be completed during project design.[90] Impacts would be less than significant, and no further study is required.

a.(ii) Less-Than-Significant Impact. The Proposed Project may expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Strong ground shaking occurs as energy is released during an earthquake; the intensity is dependent upon the distance between the site and the earthquake, the magnitude of the earthquake and the geologic conditions underlying and surrounding the site. However, as described above, the Proposed Project site is not located on a Fault Rupture Zone or a Special Study Zone. Hence, risk associated with ground shaking caused by events on distant faults is considered low, and impacts would be less than significant. No further study is required.

a.(iii) Less-Than-Significant Impact. The Proposed Project may expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Liquefaction, is essentially the transformation of soil to a liquid state, and can result in lateral spreading, ground settlement, sand boils, and soil falls. Liquefaction potential has been found to be the greatest where the groundwater level and loose sands occur within a depth of about 50 feet or less. According to the Preliminary Geotechnical Investigations, the Proposed Project site is located within a liquefaction hazard zone.[91]

LAUSD's BMP guidance requires preparation of a site-specific geotechnical study for school construction projects, where appropriate, to satisfy the following requirements: (1) Title 24 of the California Code of Regulations; (2) Guidelines for Evaluating and Mitigating Seismic Hazards in California (State Mining and Geology Board Special Publication 117); and, (3) the California Geological Survey Checklist for the Review of Geological/Seismic Reports for California Public Schools,

[86] City of Los Angeles. 1996. General Plan Safety Element. Exhibit D: Selected Wildfire Hazard Areas. Los Angeles, CA.
[87] URS, Preliminary Geologic and Seismic Hazard Study Proposed Site for South Los Angeles Area High School No. 3, City of Los Angeles, CA. November 21, 2003, p. 3.
[88] Ibid.
[89] Ibid.
[90] California Education Codes 17212 and 17212.5.
[91] URS, Preliminary Geologic and Seismic Hazard Study Proposed Site for South Los Angeles Area High School No. 3, City of Los Angeles, CA November 21, 2003, p. 6.

Hospitals, and Essential Services Buildings.[92] LAUSD's Architect of Record shall design the school incorporating the recommendations of the Registered Geologist and in compliance with the California Building Code and other regulations. In addition, pursuant to state law, LAUSD must receive approval of plans and specifications from the California Division of the State Architect (DSA) (education Code § 17295, 17297).[93] DSA is authorized to inspect school buildings, during and after the construction process, as necessary to protect the safety of pupils and teachers, and the public (Education Code § 17311). DSA must certify that each new school building meets State law safety requirements.[94] Furthermore, the project would be built in compliance with the California Building Code and other regulations, plans and standards set forth in the PEIR, thereby reducing the risk of substantial adverse effects to less than significant levels.[95] Thus, with implementation of the BMPs contained in the site specific geotechnical study discussed above, impacts would be less than significant, and no further study of this issue is required.

a.(iv) No Impact. The Proposed Project would not expose people or structures to the risk of loss, injury, or death involving landslides. Based on the Seismic Hazard Study Zone Map, the Proposed Project site is not located within a landslide hazard zone, and no known landslides are located near the Proposed Project site, nor is the Proposed Project site in the path of any known potential landslides.[96] As such, no impact from landslides would occur, and no further evaluation of this issue is required.

b. Less-Than-Significant Impact. Implementation of the Proposed Project would not result in substantial soil erosion or the loss of topsoil. The relatively flat nature of the Proposed Project site precludes it from being susceptible to erosion.[97] However, construction of the Proposed Project would result in ground surface disruption during excavation and grading that would create the potential for erosion to occur.[98] Since the Proposed Project is greater than one acre, LAUSD's construction contractor would prepare and comply with a Stormwater Pollution Prevention Plan (SWPPP), which would feature erosion control measures.[99] In addition, LAUSD's construction contractor would comply with the Stormwater Construction Activities General Permit

[92] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR.
[93] Ibid.
[94] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004. Draft PEIR pp. 2-25 through 2-26.
[95] Ibid, pp. 3.6-9 through 3.6-13.
[96] Earth Tech. Preliminary Phase I Environmental Site Assessment Report: South Los Angeles Area New High School #3. October 20, 2006.
[97] EIP Associates/PBS&J Site Visit conducted on January 24, 2007.
[98] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR.
[99] *Clean Water Act*, Section 402.

and obtain a NPDES permit.[100] Compliance with the above and other regulations, plans and standards set forth in the PEIR would reduce all impacts due to soil erosion to a less-than-significant level, and no further study of this issue is required.[101]

c. Less-Than-Significant Impact. The Proposed Project site is located in the north-central portion of the Los Angeles Basin, which lies in the Peninsular Range Geomorphic Province of Southern California. The Los Angeles Basin is generally underlain by several hundred feet of unconsolidated Holocene alluvium, which locally consists of the Los Angeles River floodplain and alluvial fan deposits of silt, sand and gravel from the hills and mountain ranges to the north. Based on previous studies of the Proposed Project site and the vicinity, relatively competent soils are anticipated to underlie the Proposed Project site.[102] Therefore, the site would not become unstable as a result of the Proposed Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, or collapse. However, as discussed above, in Item 4F(a)(iii), the potential exists for soil liquefaction. Thus, in the event of a seismic event, the area would be prone to liquefaction.

Prior to the commencement of construction, a detailed project-specific geotechnical investigation will be prepared by a Registered Geologist to confirm the potential liquefaction-related hazards and design standards pursuant to Title 24 of the California Building Standards Code, and other regulations, plans and standards set forth in the PEIR.[103,104,105,106] The Architect of Record shall incorporate the recommendations of the geotechnical investigation into the design of the school which will ensure that any potential damage as a result of liquefaction would be reduced to a less-than-significant level, and no further study of this issue is required.

d. Less-Than-Significant Impact. According to a Preliminary Geotechnical Investigation, the Proposed Project site is located within the northern portion of the Peninsular Ranges Geomorphic Province of southern California, which is characterized by a broad sediment-filled trough, generally referred to as the Los Angeles Basin.[107] The Proposed Project site lies within this alluvial basin and is underlain by up to several hundred feet of alluvium.[108] Relatively competent soils underlie the Proposed Project site and potential impacts due to soil conditions are

[100] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR pp 2-28 through 2-29, and 3.6-14.
[101] Ibid., pp. 2-28 through 2-29 and 3.6-9 through 3.6-10.
[102] URS. Preliminary Geologic and Seismic Hazard Study - Proposed Site for South Los Angeles Area High School No. 3, City of Los Angeles, CA, November 21, 2003, p.6.
[103] California Geological Survey. Department of Mines and Geology. Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California.
[104] California Building Standards Code. CCR Title 24.
[105] Education Code Section 17212.
[106] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR, Table 3.6-2 and pp. 3.6-9 through 3.6-13.
[107] URS. Preliminary Geologic and Seismic Hazard Study - Proposed Site for South Los Angeles Area High School No. 3, City of Los Angeles, CA, November 21, 2003, p.6.
[108] Ibid.

expected to be low. Thus, any potential damage as a result of expansive soils would be less than significant. No further study related to expansive soils is required.

e. No Impact. The Proposed Project would not use septic tanks or alternative wastewater systems. Therefore, no impact with regard to the capability of soils to adequately support the use of septic tanks or alternative wastewater disposal systems would result, and no further study of this issue is required.

Further Study Required: No further study of this issue is required.

4G. Hazards/Hazardous Materials

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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-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 people residing or working in the project 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?	☐	☐	☐	☒

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
i. Be located on a site that is *(a)* a current of former hazardous waste disposal site or solid waste disposal site and, if so, has the waste been removed; *(b)* a hazardous substance release site identified by the State Department of Health Services in a current list adopted pursuant to Section 25356 of Division 20 of the Health and Safety Code; or *(c)* a site that contains one or more pipelines, situated underground or above ground, which carries hazardous substances, acutely hazardous materials or hazardous wastes, unless the pipeline is a natural gas line which is used only to supply natural gas to that school or neighborhood?	☐	☐	☐	☒
j. Be located within one-fourth mile of any facilities, which might be reasonably anticipated to emit hazardous or acutely hazardous materials, substances or waste?	☒	☐	☐	☐
k. Be located on a site where the property line is less than the following distance from the edge of a respective power line easement: 1. 100 feet of a 50-133 kV line, 2. 150 feet of a 220-230 kV line, or 3. 350 feet of a 500-550 kV line?	☐	☐	☐	☒
l. Be located on a site that is within 1,500 feet of a railroad track easement?	☐	☐	☒	☐
m. Be located on a site that is near a reservoir, water storage tanks or high-pressure water lines?	☐	☐	☒	☐
n. Be located within 1,500 feet of a pipeline that may pose a safety hazard?	☐	☐	☒	☐
o. Be located on a site that contains, or is near, propane tanks that can pose a safety hazard?	☐	☐	☐	☒
p. Be located on a site that does not have a proportionate length to width ratio to accommodate the building layout, parking and play fields that can be safely supervised?	☐	☐	☐	☒

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
q. Be located on a site where the existing or proposed zoning of the surrounding properties is incompatible with schools and may pose a health or safety risk to students?	☐	☐	☐	☒
r. Be located on a site that is within 2,000 feet of a significant disposal of hazardous waste?	☐	☐	☐	☒

■ Explanation

a. Less-Than-Significant Impact. Implementation of the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Operation of the Proposed Project would involve very little transport, storage, use, or disposal of hazardous materials. School operations involve the limited use of hazardous materials through janitorial, maintenance, and repair activities, including commercial cleansers, lubricants, and paints.[109] These types of materials are not considered acutely hazardous and would be used in limited quantity. All hazardous materials used at the site would be stored, handled, and disposed of in accordance with local, county, and State laws that protect public safety.

Construction activities would be short-term in nature, and would involve the limited transport, storage, use, or disposal of hazardous materials. Some examples of hazardous materials handling include fueling and servicing construction equipment on-site, and the transport of fuels, lubricating fluids, and solvents.[110] These types of materials, however, are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated. LAUSD's construction contractor's adherence to applicable regulations would reduce the potential for hazardous materials impacts to less-than-significant levels. No further study of this issue is required.

b. Potentially Significant Impact. Implementation of the Proposed Project could 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. The Phase I Environmental Site Assessment (ESA) indicates several of the parcels on South Hoover Street on the southern portion of the Proposed Project site included industrial and auto repair uses.[111] Furthermore,

[109] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.8-11.
[110] Ibid.
[111] Earth Tech. Preliminary Phase I Environmental Site Assessment Report South Los Angeles Area New High School #3. October 20, 2006.

records from the Los Angeles County Public Health Department show that hazardous materials were improperly stored, disposed of, or managed at 5975 South Hoover Street (Riley's Radiator, Partner's Body Shop) and 5959 South Hoover Street (Avalon Chemical Products), which were served with a Notice of Violation and Order to Comply, on November 10, 1992.[112] The Proposed Project site may have been contaminated from these former and current activities. In addition, the buildings located on the Proposed Project site were constructed during the early 1900s, which indicates that they may contain asbestos-containing materials (ACMs) and lead-based paint that may have impacted near surface and/or shallow subsurface soils. The results of the DTSC studies further show it is likely that significant concentrations of organochlorine pesticides (OCP) residues may exist around structures with wood components built prior to 1989.[113] As such, there are reasonably foreseeable upset or accident conditions that could create a significant hazard to the public due to the release of hazardous materials. Additional investigation in the form of a Preliminary Environmental Assessment (PEA) is underway to address these environmental issues. Impacts are considered potentially significant, and this issue will be further studied as part of the SEIR.

c. Less-Than-Significant Impact. Impacts related to the potential for the Proposed Project to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would be less than significant.[114] As discussed above, in Section 4G(a), the use of hazardous materials and substances at school facilities would be minimal and in small quantities. All materials and substances would be subject to federal, State, and local health and safety requirements.[115]

Should contaminated soils be discovered during the PEA, LAUSD will comply with SCAQMD Rules governing the generation of dust or hazardous emissions during soil removal. Any such emissions would be short-term and air quality monitoring and dust suppression measures would be employed. Construction of the Proposed Project will not occur until a "No Further Action" determination is issued by DTSC for the Study Area. As such, hazardous emission impacts would be less than significant. No further study related to hazardous emissions is required.

d. Potentially Significant Impact. According to the Phase I Environmental Site Assessment, the Proposed Project is located on a site whose address is included on a list of hazardous materials sites.[116] As described above in section 4G(b), records from the Los Angeles County Public Health Department show that hazardous materials were improperly stored, disposed of, or managed at 5975 South Hoover

[112] Earth Tech. Preliminary Phase I Environmental Site Assessment Report South Los Angeles Area New High School #3. October 20, 2006.
[113] Ibid.
[114] EIP Associates/PBS&J Site Visit conducted on January 24, 2007.
[115] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.8-11.
[116] Earth Tech. Preliminary Phase I Environmental Site Assessment Report South Los Angeles Area New High School #3. October 20, 2006.

Street (Riley's Radiator, Partner's Body Shop) and 5959 South Hoover Street (Avalon Chemical Products), which were served with a Notice of Violation and Order to Comply, on November 10, 1992.[117] The Proposed Project site may have been contaminated from these former and current activities. Thus, additional investigation, in the form of a PEA, is underway to address these environmental issues. Impacts are considered potentially significant, and this issue will be further studied as part of the SEIR.

e. No Impact. The Proposed Project would not be located within an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, resulting in a safety hazard for people residing or working in the project area. The nearest public airport to the Proposed Project is the Hawthorne Municipal Airport, located approximately 5.5 miles southwest of the Proposed Project site.[118] No impact would occur. No further study of this issue is required.

f. No Impact. The project site is not located within two miles of a private airstrip. The nearest private airstrip to the Proposed Project site is the Agua Dulce Skypark, located approximately 40 miles northeast of the Proposed Project site.[119] No impact would occur. No further study of this issue is required.

g. Less-Than-Significant Impact. The Proposed Project would not adversely impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Proposed Project does not include any uses or design features that would impair implementation of or interfere with an adopted emergency response plan or emergency evacuation plan.[120] In addition, LAUSD BMPs require adequate emergency access and that each new facility complies with adopted emergency response and evacuation plans.[121] Prior to the opening of the proposed school, a Safe School Plan is required to be prepared by LAUSD. The Safe School Plan will address emergency response and appropriate action, as well as evacuation plans. By conforming to these regulatory and programmatic controls, the Proposed Project would not cause any interference with an emergency response plan or emergency evacuation plan.[122] Impacts would be less than significant and no further study of this issue is required.

h. No Impact. The Proposed Project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The Proposed Project site is located in a developed, urban portion of the City of Los Angeles and is not located within a wildfire hazard zone.[123] The surrounding area

[117] Earth Tech. Preliminary Phase I Environmental Site Assessment Report South Los Angeles Area New High School #3. October 20, 2006.
[118] Google Earth Professional. Accessed February 5, 2007.
[119] Ibid.
[120] LAUSD, OEHS, New School Construction Program PEIR, p. 3.8-16.
[121] Ibid.
[122] EIP Associates/PBS&J Site Visit conducted on January 24, 2007.
[123] City of Los Angeles. 1996. General Plan Safety Element. Exhibit D: Selected Wildfire Hazard Areas. Los Angeles, CA.

does not contain dense areas of flammable brush, grass or trees.[124] The site is not near areas containing dense vegetation (flammable brush) considered to be wildlands.[125] Further, the Proposed Project is required to comply with local fire code requirements and Title 5 regulations.[126,127,128] Therefore, no impact would occur and no further study of this issue is required.

i. No Impact. No impact would result from the Proposed Project site as it is not: (a) a current or former hazardous waste disposal site or solid waste disposal site; (b) a hazardous substance release site identified by the State Department of Health Services; or (c) a site that contains one or more pipelines, situated underground or above ground, which carries materials or hazardous wastes, unless the pipeline is a natural gas pipeline used only to supply natural gas to that school or neighborhood.[129,130] Therefore, no impacts are anticipated to occur from the Proposed Project, and no further study of this issue is required.

j. Potentially Significant Impact. The Proposed Project site is located in an area with commercial and light industrial uses. A Health Risk Assessment (HRA) was prepared for the originally approved project site to analyze potential concerns associated with any facilities located within 0.25-mile of the project site which might reasonably be anticipated to emit hazardous materials, substances, or waste. The HRA determined that carcinogenic and chronic non-carcinogenic hazards were within acceptable limits for students and school staff.[131] However, due to the expansion of the Proposed Project site, the HRA is currently being updated to determine the potential hazards posed by facilities located within 0.25-mile of the new proposed site. As such, impacts may be potentially significant and will be further studied in the SEIR.

k. No Impact. The Proposed Project site is not located within 100 feet of a 50-133kV line, 150 feet of a 220-230 kV line, or 350 feet of a 500-550 kV line.[132] According to the Los Angeles Department of Water and Power (LADWP), 34.5kV electrical power transmission lines exist along South Menlo Avenue, adjacent to the proposed site. As such, no impact would result, and no further study of this issue is required.

l. Less-Than-Significant Impact. The Proposed Project site is located approximately 185 feet south of the Harbor Subdivsion, a railroad line that extends from near downtown Los Angeles, along Slauson Avenue to Los Angeles

[124] EIP Associates/PBS&J Site Visit conducted on January 24, 2007.
[125] Ibid.
[126] California Department of Education. Title 5, California Code of Regulations (CCR), Section 14010[p].
[127] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.8-16.
[128] Ibid. p. 3.8-17.
[129] State Department of Health Services, Section 25356 of Division 20 of the Health and Safety Code.
[130] Earth Tech. Preliminary Phase I Environmental Site Assessment Report South Los Angeles Area New High School #3. October 20, 2006.
[131] Weston Solutions, Inc. Health Risk Assessment for South Los Angeles High School No. 3, August 2004.
[132] Earth Tech. Preliminary Phase I Environmental Site Assessment Report South Los Angeles Area New High School #3. October 20, 2006.

International Airport and the Ports of Los Angeles and Long Beach.[133] The railroad line is a single track through a 35-foot right-of-way that parallels Slauson Avenue and is operated by BNSF.[134] There are three at-grade street crossings of the rail line along Slauson Avenue within the Proposed Project site that include Figueroa Street, approximately 1,400 feet to the east; South Hoover Street, at the northeast corner of the site; and Vermont Avenue, approximately 700 feet to the west. About two to three trains per week transverse the line at a maximum speed of 15 miles per hour (MPH).[135] While no derailments have been recorded within the Proposed Project site, 11 incidents involving vehicles and trains occurred between 1976 and 1991 at the three intersections described above.[136] However, the annual probability of a freight train derailment is approximately one train derailment every 3,506 years. The possibility of a derailment within 500 feet of the school is lower at approximately one train derailment every 8,097 years.[137]

The probability of a freight train derailment is small, and the probability of a geologic or seismic hazard event to initiate a rail accident is too low to increase derailment probabilities.[138] As such, impacts would be less than significant, and no further analysis is required.

m. Less-Than-Significant Impact. The Proposed Project is not located within 1,500 feet of a reservoir or water storage tank. However, the Proposed Project is located in close proximity to a high pressure water pipeline. According to the Metropolitan Water District (MWD), a 48-inch inside diameter pre-cast concrete MWD water pipeline (135 psi) is located along West 56th Street.[139,140] The pipeline is approximately 900 feet north of the Proposed Project site and is currently blocked by existing development that includes light-industrial land uses.[141] Thus, because the Proposed Project site is not located immediately adjacent to the pipeline, there would be a less-than-significant impact, and no further study of this issue is required.

n. Less-Than-Significant Impact. The Proposed Project site is located within close proximity to one 6-inch high pressure gas pipeline located on south Vermont Avenue, approximately 700 feet from the Proposed Project site.[142,143] A Pipeline Safety Hazard Assessment (PSHA) was conducted using guidance provided in the

[133] Wilson Geosciences, Inc. Rail Safety Study: Proposed South Los Angeles High School No. 3 Site – Expansion of Preferred Site. December 2006.
[134] Ibid.
[135] Ibid.
[136] Wilson Geosciences, Inc. Rail Safety Study: Proposed South Los Angeles High School No. 3 Site – Expansion of Preferred Site. December 2006, p. 14.
[137] Ibid., p. 14.
[138] Ibid., p. 15.
[139] Meredith and Associates. Preliminary Environmental Assessment (PEA) Workplan, Proposed South Los Angeles High School No. 3, October 2, 2003, December 12, 2003 (Revised), p. 4-3.
[140] Fong, William, Metropolitan Water District. Personal Communication. March 20, 2007.
[141] City of Los Angeles, Zoning Information and Map Access System website, http//zimas.lacity.org/, Accessed January 18, 2005.
[142] The Planning Center. Pipeline Safety Hazard Assessment for South Los Angeles High School #3 – Expansion Site. January 2007.
[143] Groves, Misti, Meredith and Associates, Inc. Inter-Office Correspondence, Subject: Safety Risk Assessment for South Los Angeles High School #3, June 7, 2004.

LAUSD's PSHA User Manual. It determined that the pipeline's hazard footprints did not reach the Proposed Project site, and no significant risk to students or staff at the Proposed Project is anticipated.[144,145] As such, a less than significant impact would occur, and no further study of the issue is necessary.

o. No Impact. The Proposed Project site does not contain any high-capacity propane tanks.[146] No propane tanks were observed on or near the Proposed Project site.[147] As such, no impact would result, and no further study of this issue is required.

p. No Impact. The Proposed Project would be located on a site that has a proportionate length-to-width ratio to accommodate the building layout, parking and playfields that can be safely supervised. The CDE standards for School Site Selection require that school sites have a proportionate length-to-width ratio to accommodate the building layout, parking, and playfields to ensure that students can be safely supervised.[148] The Proposed Project site is approximately 15.37 acres in size and has been designed in accordance with CDE guidelines. As such, no impact would result, and no further study of this issue is required.

q. No Impact. The Proposed Project is not located in an area where the existing or proposed zoning of the surrounding properties could be incompatible with schools and may pose a health or safety risk to students. The Proposed Project site is zoned for residential and commercial use. Surrounding properties are zoned for commercial and residential uses. Schools are conditionally permitted in residential and commercial zones, and, as such, the zoning of the surrounding properties would be compatible with the proposed use.[149,150] No impacts would occur, and no further study of this issue is required.

r. No Impact. The Proposed Project would not be located on a site that is within 2,000 feet of a significant disposal of hazardous waste. The nearest landfill, the Puente Hills Landfill, is located approximately 22 miles west of the Proposed Project site.[151] No impact from significant disposal of hazardous wastes would occur, and no further study of this issue is required.

Further Study Required: Further study is required to evaluate the potential risk of reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment and the potential for hazardous materials

[144] The Planning Center. Pipeline Safety Hazard Assessment for South Los Angeles High School #3 – Expansion Site. January 2007.
[145] Groves, Misti, Meredith and Associates, Inc. Inter-Office Correspondence, Subject: Safety Risk Assessment for South Los Angeles High School #3, June 7, 2004.
[146] EIP Associates/PBS&J Site Visit conducted on January, 24, 2007.
[147] Ibid.
[148] California Code of Regulations, Title 5, Article 2, School Sites §14010, Standards for School Site Selection.
[149] Ibid.
[150] City of Los Angeles, Department of City Planning. 2003. List No. 1 of Uses Permitted in Various Zones in the City of Los Angeles, p. 21. Accessed at: http://cityplanning.lacity.org/.
[151] Sanitation Districts of Los Angeles County Website. Accessed at: http://www.lacsd.org/.

to exist on the Proposed Project site that may create a significant hazard to the public or the environment.

4H. Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 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 a manner that 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 polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. 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?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
i. 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?	☐	☐	☐	☒

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

■ Explanation

a. Less-Than-Significant Impact. Implementation of the Proposed Project would not violate water quality standards and waste discharge requirements. The Proposed Project would be constructed on a partially-paved parcel in a commercial and residential area that is already developed and producing non-point-source pollutants. During construction, any wastewater produced would be disposed of in accordance with applicable regulations. In addition, the Proposed Project involves the construction and operation of a high school on more than one acre. As stated in Section 4F(b), construction sites one acre or larger must apply for coverage under the NPDES statewide general storm water permit.[152] A prospective applicant may apply for coverage under one of these permits through the preparation of a SWPPP.[153] In accordance with existing regulations, LAUSD's construction contractor shall prepare and implement a SWPPP for construction and operation of the Proposed Project. Compliance with existing regulations would result in a less-than-significant impact, and no further study of this issue is required.

b. No Impact. Implementation of the Proposed Project would not 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 level. The Proposed Project site is located within the Los Angeles River Watershed, on the border of the Los Angeles Forebay and Central Basin Pressure areas.[154,155] About 130 to 200 feet below the ground surface, the region contains three aquifers (Exposition, Gardena and Gage aquifers) which are composed of sand, sandy clay, clay, and gravel. About 420 to 1,050 feet below the surface, the region also contains the Hollydale, Jefferson, Lynwood, Silverado and Sunnyside Aquifers. The Silverado Aquifer, which is found throughout most of the Los Angeles Forebay area, is the most significant aquifer for public water supply and is protected from surface contamination by overlying low permeability strata.[156] Therefore, no surface contamination from the Proposed Project is expected.

The Proposed Project is intended to accommodate growth in the local community and would not induce population growth. The Proposed Project would, therefore, not

[152] LAUSD, OEHS, New School Construction Program, Final Program Environmental Impact Report, (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR, p. 3.9-11.
[153] Ibid.
[154] Ibid.
[155] Earth Tech. Preliminary Phase I Environmental Site Assessment Report South Los Angeles Area New High School #3. October 20, 2006.
[156] Meredith and Associates. Preliminary Environmental Assessment Workplan, Proposed South Los Angeles High School No. 3, Los Angeles, California, 2003.

result in a significant increase in demand for water and, thus, would not have an impact on groundwater levels.[157] Additionally, the Proposed Project site is currently developed with commercial and residential uses, which are considered highly impermeable surfaces.[158] Impermeable surfaces inhibit the percolation of rainwater for groundwater recharge. The Proposed Project would be developed on a site occupied in part by paved areas. This would not significantly change due to the Proposed Project. Therefore, the Proposed Project would not deplete groundwater levels or interfere with groundwater recharge. As such, the Proposed Project would have no impact, and no further study of this issue is required.

c. Less-Than-Significant Impact. The Proposed Project would not substantially alter the existing drainage pattern of the Proposed Project 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. There are no streams or rivers on the Proposed Project site.[159] The nearest surface water body is the Los Angeles River, located approximately 4 miles northeast of the Proposed Project site.[160]

LAUSD would comply with applicable ordinances regulating drainage improvements and grading plans as they relate to construction of on-site improvements that affect off-site drainage.[161] In addition, LAUSD would incorporate CHPS and LAUSD BMPs to the extent feasible.[162] Impacts regarding the alteration of existing drainage patterns that could result in siltation or erosion would be less than significant. Therefore, no further study of this issue is required.

d. Less-Than-Significant Impact. The Proposed Project would not substantially alter the existing drainage pattern of the Proposed Project 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 that would result in flooding on- or off-site. LAUSD would comply with regional ordinances regulating drainage improvements and grading plans as they relate to construction of on-site improvements that affect drainage.[163] Compliance with the preceding ordinances will ensure that that the Proposed Project would not adversely affect the local drainage system in a manner that would result in substantial flooding on or off site. In addition, LAUSD would incorporate CHPS standards and LAUSD BMPs to the extent

[157] Meredith and Associates. Preliminary Environmental Assessment Workplan, Proposed South Los Angeles High School No. 3, Los Angeles, California, 2003, p. 3.9-9.
[158] EIP Associates/PBS&J Site Visit conducted on January 24, 2006.
[159] Meredith and Associates. Preliminary Environmental Assessment Workplan, Proposed South Los Angeles High School No. 3, Los Angeles, California. 2003.
[160] 2005 Thomas Brothers Map Guide. pp 674.
[161] California Government Code, Section 53097.
[162] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR pp. 2-25 and 3.9-11 through 3.9-12.
[163] California Government Code, Section 53097.

feasible.[164] Therefore, impacts would be less than significant, and no further study of this issue is required.

e. Less-Than-Significant Impact. The Proposed Project would not 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. Impervious surfaces such as buildings and parking lots can increase runoff rates through impeding infiltration of rainfall and increasing overland flow velocities.[165] The Proposed Project site, in its current condition, is almost entirely paved. The Proposed Project may result in a decrease in runoff volume due to the overall increase in pervious surface area (playfields). It should be noted that the Proposed Project site is in a heavily urbanized and largely built-out area, and the site currently consists of largely impervious areas.[166] In addition, runoff from the new high school would drain into a municipal drainage system.[167]

Furthermore, the Proposed Project would not generate substantial additional sources of polluted runoff. The LAUSD would incorporate CHPS standards to the extent feasible for this project.[168] Stormwater quality would also be addressed through regulatory permit requirements and BMPs. Impacts would be less than significant, and no further study of this issue is required.

f. Less-Than-Significant Impact. Implementation of the Proposed Project would not substantially degrade water quality. The Proposed Project would result in the construction of a new high school that requires grading and other construction activities that could cause deterioration of water quality, if sediments or construction-related pollutants wash into the storm drain system. However, LAUSD's construction contractor will comply with NPDES regulations and prepare and implement a SWPPP, which would avoid significant water quality impacts from construction runoff.[169] Furthermore, operation of the new school would not produce or discharge industrial wastes to surface water or groundwater.[170] As such, impacts would be less than significant, and no further study of this issue is required.

g. No Impact. The Proposed Project would not 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.[171] In addition, housing is not a component of the Proposed Project. Thus, no impact with regard to placing

[164] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR pp. 2-25 and 3.9-11 through 3.9-12.
[165] Ibid., p. 3.9-11.
[166] EIP Associates/PBS&J Site Visit conducted on January 24, 2007.
[167] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004. Draft PEIR pp 3.15-2.
[168] Ibid., p. 2-25 and 3.9-11 through 3.9-12.
[169] Ibid., p. 3.9-9.
[170] Ibid.
[171] Meredith and Associates. Preliminary Environmental Assessment Proposed South Region High School No. 3. 2003.

housing within a 100-year flood hazard area would result. No further study of this issue is required.

h. No Impact. The Proposed Project would not be placed within a 100-year flood hazard area, whereby structures would impede or redirect flood flows. As a result, no impact would result, and no further study of this issue is required.

i. No Impact. Implementation of the Proposed Project would not 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. The Proposed Project site is not located within the inundation zone of a dam or levee.[172] As such, no impact would occur, and no further study of this issue is required.

j. No Impact. The Proposed Project site is not at risk for inundation by seiche, tsunami, or mudflow.[173] The nearest surface water body is the Los Angeles River, located approximately 4 miles northeast of the Proposed Project site.[174] As such, no impact would occur; and no further study of this issue is required.

Further Study Required: No further study of hydrology is required.

[172] Earth Tech. Preliminary Phase I Environmental Site Assessment Report South Los Angeles Area New High School #3. October 20, 2006.
[173] URS, Preliminary Geological and Seismic Hazards Study, Proposed Site for South Los Angeles Area New High School No. 3, Los Angeles, CA, November 21, 2004, pp. 7.
[174] Earth Tech. Preliminary Phase I Environmental Site Assessment Report South Los Angeles Area New High School #3. October 20, 2006.

4l. Land Use and Planning

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a. Physically divide an established community?	☐	☐	☐	☒
b. 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?	☐	☐	☒	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Explanation

a. No Impact. The Proposed Project would not divide an established community. The purpose of the Proposed Project is to develop a neighborhood school that would allow students in neighboring residential areas to attend schools near their home.[175] Neighborhood schools are generally essential parts of the surrounding communities and, therefore, do not create physical barriers. No impact would occur, and no further study of this issue is required.

b. Less-Than-Significant Impact. The Proposed Project site is located within the South Central Los Angeles Community Planning Area. The parcels fronting South Hoover Street are zoned for commercial use (C2-1) by the City of Los Angeles Municipal Code and as "General Commercial" by the General Plan. The remainder of the parcels included in the Proposed Project site are zoned as two-family residential (R2-1) by the Los Angeles Municipal Code and designated as "Low Medium I Residential" by the City of Los Angeles General Plan.[176,177] A public high school is a permitted use under the C2-1 zoning. Conversely, the Proposed Project is not an allowable use under the R2-1 zoning, and would be required to obtain a Conditional Use Permit (CUP). As permitted under Government Code Section 53094, LAUSD Board of Education passed a resolution on October 11, 2005,

[175] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.10-15.
[176] City of Los Angeles Zoning Information and Map Access System website, http://zimas.lacity.org/ Accessed January 18, 2005.
[177] Ibid.

exempting the Proposed Project from the City of Los Angeles zoning ordinances.[178] Impacts would be less than significant, and no further study of this issue is required.

c. No Impact. The Proposed Project would not conflict with any applicable habitat conservation plan or natural community conservation plan. There are no adopted habitat conservation plans or natural community conservation plans applicable to the Proposed Project site.[179] No impact would occur as a result of the Proposed Project, and no further study of this issue is required.

Further Study Required: Further evaluation of the potential land use impacts is not required.

[178] LAUSD. Board of Education Revised Report No. 69-05/06: Subject: Resolution to Exempt LAUSD from Local Land Use Regulations Under Government Code Section 53094. Received September 27, 2005. Adopted October 11, 2005.
[179] City of Los Angeles General Plan. Conservation Element, Adopted September 2001, p. II-20 and Exhibit B.

4J. Mineral Resources

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?	☐	☐	☐	☒

Explanation

a. No Impact. The Proposed Project would not 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. The Proposed Project site and surrounding area has been previously developed with urban residential, school and commercial uses. The Proposed Project site is not located on any City-designated oil or gas field.[180] The Proposed Project site is not located in an area classified as a Mineral Resource Zone-2 (MRZ-2). MRZ-2 is defined as "areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence."[181] Current land uses in the surrounding area would preclude mining. No impact would occur. No further study related to state or regional mineral resources is required.

b. No Impact. Implementation of the Proposed Project would not 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. As discussed above, the Proposed Project site is currently developed and is not located within a mineral resource zone.[182] Therefore, no impact associated with a locally important mineral resource would occur, and no further study of this issue is required in the SEIR.

Further Study Required: No further study of mineral resources is required.

[180] City of Los Angeles. 1994. Safety Element. Exhibit E. Oil Field & Oil Drilling Areas In the City of Los Angeles. Adopted November 26, 1996. Available: http://cityplanning.lacity.org/. Accessed: January 8, 2007.
[181] California Department of Conservation, Division of Mines and Geology. 1994. Generalized Mineral Land Classification Map of Los Angeles County – South Half Aggregate Resources Only.
[182] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.7-2.

4K. Noise

Would the project result in:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a. 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?	☒	☐	☐	☐
b. Exposure of persons 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 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?	☐	☐	☐	☒

Explanation

a. Potentially Significant Impact. The Proposed Project would potentially expose persons to noise levels in excess of standards established by the City of Los Angeles and LAUSD. Commercial and residential units are located adjacent to the Proposed Project site. These uses would potentially be exposed to construction noise. A detailed noise study will be conducted to identify impacts associated with exposure of persons to or generation of noise levels in excess of established LAUSD and City standards. Impacts will be further analyzed in the SEIR. The noise study will evaluate construction (short-term) and operational (long-term) noise impacts associated with the Proposed Project, and mitigation measures will be provided, as necessary, in the SEIR.

b. Potentially Significant Impact. The Proposed Project may result in excessive exposure of persons to, or generation of, groundborne vibration or noise levels.

Construction activities typically create an increase in groundborne vibrations and noise levels. Groundborne vibrations and noise generated by construction activities associated with the Proposed Project would increase noise levels intermittently at nearby sensitive receptors, which include residences within 50 feet of the Proposed Project site. The Federal Railway Administration has established an 80 vibration decibel (VdB) threshold for residences.[183] Therefore, sensitive uses may be subjected to vibration attributable to construction activities in excess of the Federal Railway Administration's standard. As such, this impact would be considered potentially significant and will be evaluated further in the SEIR.

c. Potentially Significant Impact. The Proposed Project could potentially result in substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. The Proposed Project would potentially generate permanent increases in ambient noise levels as a result of school-related traffic and outdoor school activities. The SEIR will include an evaluation of potential long-term impacts resulting from elevated noise levels on sensitive receptors, both on and near the Proposed Project site.

d. Potentially Significant Impact. Noise generated during construction of the Proposed Project could result in a temporary or periodic increase in ambient noise levels. A detailed project-specific noise study will be prepared to determine the magnitude of the potential noise increases resulting from project construction. The SEIR will include a thorough and detailed evaluation of expected noise levels during construction and will evaluate potential impacts resulting from elevated noise levels on sensitive receptors, both on and near the Proposed Project site.

e. No Impact. The Proposed Project would not be located on a site which is 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, thereby exposing people residing or working in the Proposed Project area to excessive noise levels. The nearest public airport is the Hawthorne Municipal Airport, located approximately 5 miles southwest of the Proposed Project site. Since the Proposed Project site is not located within two miles of an airport, no impact associated with airport noise would occur. No further study of this issue is required.

f. No Impact. The Proposed Project would not be located on a site that is located within the vicinity of a private airstrip, thereby exposing people residing or working in the project area to excessive noise levels. The nearest private airstrip to the Proposed Project site is the Agua Dulce Skypark, located approximately 45 miles northwest of the Proposed Project site. Therefore, no impact associated with airport noise would occur, and no further study of this issue is required.

Further Study Required: Further study is required of long-term operational noise impacts and short-term construction noise impacts, including impacts to the existing commercial and residential uses which are located less than 50 feet from the Proposed Project site. This evaluation will be included in the SEIR analysis.

[183] Federal Railroad Administration. High-Speed Ground Transportation Noise and Vibration Impact Assessment. 1998.

4L. Pedestrian Safety

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a. Substantially increase vehicular and/or pedestrian safety hazards due to a design feature or incompatible uses?	☒	☐	☐	☐
b. Create unsafe routes to schools for students walking from local neighborhoods.	☒	☐	☐	☐
c. Be located on a site that is adjacent or near to a major arterial roadway or freeway that may pose a safety hazard?	☒	☐	☐	☐

Explanation

a. Potentially Significant Impact. The Proposed Project has the potential to increase vehicular and/or pedestrian safety hazards. Construction activity and operation of the Proposed Project would result in new vehicular and pedestrian circulation patterns on and adjacent to the site. The Proposed Project would increase pedestrian traffic on nearby streets including an increase in pedestrian crossings. A vehicular and pedestrian safety analysis will be conducted for the site as part of the traffic study. Mitigation measures will be provided, if necessary, to address potential vehicular and pedestrian safety impacts. This issue will be evaluated further in the SEIR.

b. Potentially Significant Impact. The Proposed Project has the potential to create unsafe routes to schools for students walking from local neighborhoods. Proposed Project operations would result in pedestrian traffic along surrounding streets. Slauson Avenue and South Hoover Street are both highly traveled thoroughfares which students would likely be required to cross to access the school. Pedestrian crossings of these roads have the potential to be unsafe routes for students. A pedestrian safety analysis will be conducted for the site as part of the traffic study. Mitigation measures will be provided, if necessary, to address potential pedestrian safety impacts. This issue will be evaluated further in the SEIR.

c. Potentially Significant Impact. The Proposed Project is located on a site that is adjacent to or near a major arterial roadway or freeway that may pose a safety hazard. The Proposed Project site is located in close proximity to Slauson Avenue, designated as a Class II Major Highway in the City of Los Angeles General Plan, and South Hoover Street, designated as a Secondary Highway and approximately 0.35 miles west of the I-110 Freeway.[184] A traffic study and pedestrian safety study will be completed as part of the SEIR. Impacts related to traffic and pedestrian safety hazards will be further evaluated in the SEIR.

[184] City of Los Angeles. Transportation Element of the General Plan. Adopted by City Council September 8, 1999. Map 1A.

Further Study Required: Further study is required to evaluate potential vehicular and pedestrian safety hazards resulting from the Proposed Project. A vehicle and pedestrian safety analysis will be included in the SEIR.

4M. Population and Housing

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?	☐	☐	☒	☐

Explanation

a. No Impact. Implementation of the Proposed Project would not be growth-inducing and would not create the need for additional housing. The Proposed Project is intended to accommodate projected population growth in the local community. Additionally, the Proposed Project would be located adjacent to a number of existing roadways and would not require the extension, or increase the capacity of, existing off-site infrastructure. The Proposed Project is intended to serve existing and future students within LAUSD and would not result in the creation of housing or infrastructure that would induce or accelerate population or household growth that would exceed SCAG Year 2020 projections for LAUSD.[185] As such, the Proposed Project would not stimulate population growth beyond that already projected to occur. Therefore, impacts on population growth would not occur and no further study is required.

b. Less-Than-Significant Impact. The Proposed Project site currently includes 31 single-family and 83 multi-family residential units. However, while these units would be displaced, construction of replacement housing elsewhere would not be required. The LAUSD would implement its relocation assistance program which complies with both the state and federal laws and guidelines.[186] According to the Program EIR prepared for the LAUSD New School Construction Program, development associated with Phase III construction would result in less than significant impacts to current and projected housing supplies and vacancy rates.[187] Therefore, the capacity of the Los Angeles housing market could readily absorb households displaced by

[185] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.14-5.
[186] LAUSD Los Angeles Unified School District. OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004, Draft PEIR p. 3.14-5.
[187] Ibid.

implementation of the proposed project. Impacts would be less than significant, and no further study is required.

c. Less-Than-Significant Impact. As stated above, the Proposed Project site currently includes 31 single-family and 83 multi-family residential units. However, while the people living in these units would be displaced, construction of replacement housing elsewhere would not be required. The LAUSD would implement its relocation assistance program which complies with both the state and federal laws and guidelines.[188] According to the Program EIR prepared for the LAUSD New School Construction Program, development associated with Phase III construction would result in less than significant impacts to current and projected housing supplies and vacancy rates.[189] The capacity of the Los Angeles housing market could readily absorb households displaced by implementation of the proposed project. Therefore, a less than significant impact would occur and no further study is required.

Further Study Required: No further study of population and housing is required.

[188] LAUSD Los Angeles Unified School District. OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004, Draft PEIR p. 3.14-5.
[189] Ibid.

4N. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 objectives for any of the public services:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☐	☒
d. Other public facilities?	☐	☐	☒	☐

Explanation

a. Less-Than-Significant Impact. The Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Fire protection services would be provided to the Proposed Project area by the Los Angeles Fire Department (LAFD).[190] The primary station that services the area is Fire Station 57, located on 7800 Vermont Avenue, approximately 1.25 miles from the Proposed Project. Secondary fire protection services could be provided by either Fire Station 46 or Fire Station 33, located at 4370 South Hoover Street and 6406 South Main Street respectively. Each of the stations is located within 1.5 miles of the Proposed Project site. Fire protection service needs are generally related to the size of the population and geographic area served, the number and types of calls for service, and other community and physical characteristics.[191] The Proposed Project would provide relief to overcrowded school conditions, and, as such, the Proposed Project would be growth-accommodating rather than growth-inducing. Furthermore, according to the South Central Community Plan, the fire stations in the area are well-equipped and staffed to provide fire protection services in and around the Proposed Project site. Currently, the Proposed Project site is developed with uses that are dependent upon LAFD services; the construction of additional building area for a new high school would not incrementally increase the demand for fire protection. As such, response times would not be affected by the Proposed Project. Further, in accordance with LAUSD's BMPs, in order to reduce impacts to fire

[190] LAUSD Los Angeles Unified School District. Office of Environmental Health and Safety. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004. Draft PEIR pp. 3. 15-2

[191] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.15-16.

protection services in connection with new construction projects, LAUSD will have local fire jurisdictions review and approve site plans.[192] As a result, the Proposed Project would not generate a need for a new fire station. Impacts would be less than significant. No further study of this issue is required.

b. Less-Than-Significant Impact. The Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. LAUSD maintains its own police department to provide security for LAUSD schools and centers within its jurisdiction, which currently comprise over 710 square miles throughout the City of Los Angeles.[193] The Los Angeles School Police Department (LASPD) would provide the primary law enforcement for the Proposed Project.[194] LASPD would provide additional officers to serve the Proposed Project, as necessary, including resident officers to reside on the Proposed Project site through LAUSD's Resident Officer Program.[195]

The PEIR includes both design features and provisions for the LASPD officers in order to ensure a high level of safety and security at the Proposed Project and in the immediate surrounding area.[196] Similar to existing conditions, marked LASPD police vehicles would patrol the Proposed Project site on a regular basis.[197] No further study of this issue is required.

In addition, the Los Angeles Police Department (LAPD) currently provides service for the existing uses on and in the vicinity of the Proposed Project site and would serve as a secondary responder to a call for service at the Proposed Project site.[198] The 77th Street Police Station is located at 7600 S. Broadway which is approximately 1.2 miles from the Proposed Project site.[199] Development of the site with a school would not create new demands on police services such that significant impacts to service ratios, response times and other performance objectives would occur. Impacts associated with police service would be less than significant, and no further study of this issue is required.

c. No Impact. The Proposed Project would not result in physical impacts associated with physically altering an existing school campus. The Proposed Project site is developed as residential and housing units, and no school facilities currently exist. Furthermore, the Proposed Project would not generate a need for new school seats; rather, it would provide a new public school facility and help to relieve overcrowding

[192] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.15-16.
[193] Ibid., p. 3.15-10.
[194] Ibid.
[195] Ibid.
[196] Ibid., pp. 3.15-16 through 3.15-17.
[197] Ibid.
[198] Ibid.
[199] Los Angeles Police Department Mission Community Police Station Available: http://www.lapdonline.org/mission_community_police_station. Accessed: February 8, 2007.

at nearby schools. In fact, the Proposed Project would have a beneficial impact on school services by providing 75 new classrooms and 2,025 two-semester school seats for grades nine through twelve. Therefore, no impact would occur. No further study of this issue is required.

d. Less-Than-Significant Impact. The Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities or services. The Proposed Project is growth accommodating rather than growth inducing. No new or altered government facilities would be required, and the Proposed Project would not contribute to increased demand for additional public services and facilities. Impacts would be less than significant, and no further study of this issue is required.

Further Study Required: No further study of this issue is required.

4O. Recreation and Parks

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a. 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?	☐	☐	☒	☐
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

Explanation

a. Less-Than-Significant Impact. Implementation of the Proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. Physical impacts to recreation facilities are usually associated with population in-migration and growth. The Proposed Project is intended to meet the projected enrollment demands of the community; therefore, the Proposed Project would not generate population growth that would increase the use of recreational facilities.[200] Additionally, the Proposed Project includes its own play area. Students attending the Proposed Project would not be required to utilize recreational facilities off-site. Therefore, any impacts would be less than significant, and no further study of this issue is required.

b. Less-Than-Significant Impact. The Proposed Project would include recreational facilities for its students. The Proposed Project would not require the construction or expansion of off-site facilities. Given that the Proposed Project is intended to meet the needs of existing and projected population growth in the study area, it is unlikely to burden any facility beyond capacity by generating additional recreational users. Since adequate recreational facilities would be provided on-site and students would not be required to use off-site recreational facilities, impacts associated with the construction of recreational facilities would be less than significant. Therefore, no further study of this issue is required.

Further Study Required: No further study of recreation impacts is required.

[200] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.14-5.

4P. Transportation/Traffic

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a. Cause an increase in traffic that 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 capacity ratio 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. Result in inadequate emergency access?	☐	☐	☒	☐
e. Result in inadequate parking capacity?	☒	☐	☐	☐
f. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐

Explanation

a. Potentially Significant Impact. Implementation of the Proposed Project has the potential to cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. As one of the primary objectives, the Proposed Project would allow students within LAUSD to attend neighborhood schools.[201] The Proposed Project would result in students commuting shorter distances to and from school.[202] The PEIR determined that the regional effects of the Program would result in a daily and annual decrease in private automobile vehicle miles traveled (VMT).[203]

The Proposed Project would provide primary site access on 60th Street, which is a two-lane local roadway. The Proposed Project would potentially increase traffic volumes on Menlo Avenue, as well as surrounding streets, including Slauson

[201] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 2-2.
[202] Ibid. p. 3.1-12.
[203] Ibid. pp. 3.1-12 through 3.1-13.

Avenue, South Hoover Street, and Menlo Avenue, due to the Proposed Project's contribution of trips to these roadways. This could result in a corresponding increase in the volume to capacity ratio on these roadways or increased congestion at intersections and, therefore, represents a potentially significant impact. The SEIR will document the results of a detailed traffic study, including the analysis of traffic impacts at local intersections and roadway segments and access to the Proposed Project site.

b. Potentially Significant Impact. The Proposed Project would generate traffic that may impact existing circulation in the project area and the traffic load and capacity of the local street system. Additionally, the Proposed Project could generate traffic that may significantly impact, either cumulatively or individually, levels of service (LOS) established by the Los Angeles County Congestion Management Agency and the City of Los Angeles. These impacts could be potentially significant. Therefore, the SEIR will analyze the impacts associated with increased traffic in terms of thresholds established by the above agencies.

c. No Impact. The Proposed Project would not result in a change in air traffic patterns. The nearest public airport/private airstrip to the Proposed Project is the Hawthorne Municipal Airport, located approximately five miles southwest of the site. The Proposed Project site is not located within the flight path of the Hawthorne Municipal Airport.[204] Therefore, the Proposed Project would have no impact on air traffic patterns due to the fact that the site is located more than two miles from the nearest airport and the proposed facilities are consistent in height with existing nearby uses. No further study of this issue is required.

d. Less-Than-Significant Impact. The Proposed Project would not result in inadequate emergency access. The Proposed Project would comply with applicable fire department regulations, California Building Standards Code, and DSA requirements.[205,206] LAUSD would also provide the local fire department with a full site plan for review, including location of all buildings, fences, drive gates, retaining wall or other features that might affect fire department access, with unobstructed fire lanes for access identified.[207] This review process, along with LAUSD's compliance with the applicable regulations and standards stated above, would ensure that adequate emergency access would be provided. As a result, impacts with regard to emergency access would be less than significant, and no further study of this issue is required.

e. Potentially Significant Impact. LAUSD provides 2.5 parking spaces per high school classroom, as per the Program.[208] Approximately 188 underground parking spaces would be provided on-site. With 75 classrooms at the new high school,

[204] Air Now Website: www.airnow.com, Accessed: February 14, 2007.
[205] California Building Standards Code. CCR Title 24.
[206] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.15-16.
[207] Ibid.
[208] LAUSD School Design Guide. Book 2, Section 2.3, Section A.3.c., Page 3. October 2003.

LAUSD's parking provision requires 187.5 parking spaces to be provided. Although the Proposed Project would meet the LAUSD parking provision requirements, the Proposed Project site is located in a heavily developed area where parking is a concern. For this reason, impacts would be considered potentially significant, and further study of this issue is required.

f. Less-Than-Significant Impact. The Proposed Project would not conflict with adopted policies, plans, or programs supporting alternative transportation. LAUSD schools are supportive of students walking, bicycling, and using public transportation.[209] The Proposed Project would support alternative transportation for students, such as bicycling or walking, as a result of the close proximity of the school to the community it is intended to serve.[210] A school bus loading/unloading zone and access to the proposed parking structure would be provided along Menlo Avenue, at the west end of the Proposed Project site. A portion of the eastern curbside of Menlo Avenue would be modified to allow for the pick-up/drop-off of school children away from the flow of traffic. Bicycle parking racks would also be provided on-site. LAUSD also has a policy to encourage ride sharing.[211] Impacts would be less than significant, and no further study of this issue is required.

Further Study Required: Further study is required for short-term construction-related and long-term operational increases in traffic volumes resulting from the Proposed Project, potential impacts on the capacity of the street system, and compliance with the level of service standards established by the County, City, and LAUSD.

[209] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 2-32.
[210] Ibid. p. 3.1-12.
[211] Ibid. p. 2-24.

4Q. Utilities and Service Systems

Would the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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 resources, or are 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.	☐	☐	☒	☐

■ Explanation

a. Less-Than-Significant Impact. Implementation of the Proposed Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB). In carrying out construction of the Proposed Project, LAUSD's construction contractor would obtain a NPDES permit from the RWQCB, including requirements for wastewater discharge, BMPs, and a SWPPP.[212] Within the NPDES permit, the effluent quality criteria shall be specified in the permit,

[212] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 2-28.

as determined by the RWQCB, based on receiving water guidelines and waste load allocations.[213] Compliance with requirements set forth by the RWQCB would reduce impacts to a less-than-significant level. No further study of this issue is required.

b. Less-Than-Significant Impact. Implementation of the Proposed Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The expected increase in wastewater flow as a result of the Proposed Project would be minimal, considering the combined capacity of treatment plants serving the Proposed Project area through the year 2020 and the expectation that wastewater treatment facilities and regional systems for wastewater flows would continue to expand and be upgraded as a result of the expected regional population growth.[214] The Proposed Project is anticipated to generate approximately 24,300 gallons of wastewater per day (12 gallons/student/day) and consume approximately 27,945 gallons of water (115% of wastewater).[215] However, the expected expansions and upgrades of water facilities would not be caused by the Proposed Project or other schools in the District, because new schools are not growth-inducing factors that would necessitate new or expanded facilities.[216] Additionally, because most students would be transferred from existing schools, the net increase in wastewater and water treatment would not be significant.[217] As such, the potential impacts of the Proposed Project on wastewater and water treatment facilities would be less than significant. No further study of this issue is required.

c. Less-Than-Significant Impact. The Proposed Project site is in a developed area of the City of Los Angeles, which contains an existing stormwater collection and conveyance system. Development of the Proposed Project site would replace existing impermeable surfaces on some portions of the Proposed Project site and would potentially reduce the amount of impervious surfaces on other portions of the Proposed Project site where recreational fields are proposed. Overall, any increase in runoff from the Proposed Project site would be minimal. Development of on-site stormwater drainage facilities would be required to comply with the NPDES regulations and applicable regional ordinances regulating drainage improvements.[218] LAUSD's construction contractor's compliance with NPDES regulations and applicable regional ordinances would ensure that implementation of the new stormwater facilities would result in less than significant impacts; therefore, no further study of this issue is required.[219,220,221]

[213] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 2-29.
[214] Ibid. p. 3.15–17.
[215] Ibid.
[216] Ibid. p. 3.15–18.
[217] Ibid.
[218] California Government Code Section 53097.
[219] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 2-29.
[220] Ibid. p. 2-29.
[221] California Government Code Section 53097.

d. Less-Than-Significant Impact. The Proposed Project would have a less-than-significant impact associated with water supplies. Distribution infrastructure is already in place on and around the Proposed Project site. LADWP is responsible for supplying water within the City limits and for ensuring that the delivered water quality meets applicable California Department of Health Services (DHS) standards for drinking water.[222] The Proposed Project will result in transferring students from other area schools to relieve overcrowding, and, as such, no substantial increase in water supply requirements would occur. The expected increase in water demand as a result of the entire Program, inclusive of the Proposed Project, was concluded to be minimal, when compared to the combined capacity of the water supply facilities serving the Proposed Project area.[223] More specifically, potable water currently consumed at the project site is approximately 31,319 gpd, whereas the Proposed Project would require approximately 27,945 gpd.[224,225] LAUSD would comply with local, regional, and State water conservation policies and would follow standard BMPs to reduce water consumption.[226] Therefore, impacts on water supply would be less than significant, and no further study of this issue is required.

e. Less-Than-Significant Impact. Implementation of the Proposed Project would not result in inadequate capacity at the wastewater treatment facility that would serve the Proposed Project. The expected increase in wastewater flow as a result of the Program, inclusive of the Proposed Project, was concluded to be less than significant, as discussed above under Item 4Q(b).[227] The Proposed Project would be located on a developed site that currently has sewer line connections that are currently served by the Los Angeles County Sanitation District. Therefore, impacts related to adequate wastewater treatment capacity would be less than significant, and no further study of this issue is required.

f. Less-Than-Significant Impact. The Proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Proposed Project's solid waste disposal needs. The increase in solid waste associated with the Proposed Project would not exceed the combined available capacities of landfills or result in the need for new or expanded landfill facilities.[228] LAUSD would implement BMPs such as source reduction, recycling and other diversion measures to reduce

[222] Department of Health Services, Website: www.dhs.ca.gov, Accessed January 17, 2006.
[223] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR p. 3.15–18.
[224] This calculation is based on the three assumptions: 1) 31 single family units with a potable water demand of 379 gpd/unit 2) 83 2-bedroom apartments with a potable water demand of 230 gpd/unit and 3) 4,000 sf of Commercial space with a potable demand of 0.12 gpd/day/sf. Generation factors based on City of Los Angeles 2005 Bureau of Sanitation Wastewater Generation Factors.
[225] City of Los Angeles, LA CEQA Thresholds Guide. Chapter K. http://www.cityofla.org/EAD/EADWeb-AQD/Thresholds_PDF/pubutil.pdf. Accessed September 1, 2006.
[226] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR pp. 2.0-26 and 3.15-18.
[227] Ibid. p. 3.15–17.
[228] Ibid. p. 3.15–19.

solid waste generation impacts to landfills.[229] Furthermore, the Proposed Project would be located in a highly developed area that has previously contributed solid waste to regional landfills. As a result, impacts would be less than significant, and no further study of this issue is required.

g. Less-Than-Significant Impact. During construction and operation of the Proposed Project, LAUSD would comply with all City, County, and State solid waste diversion, reduction, and recycling mandates, including compliance with the City of Los Angeles Annual Report, Countywide Integrated Waste Management Plan (CIWMP), the Los Angeles Municipal Code, and LAUSD BMPs.[230] Therefore, impacts would be less than significant, and no further study of this issue is required.

Further Study Required: No further study of utilities and services systems is required.

[229] LAUSD, OEHS. New School Construction Program, Final Program Environmental Impact Report (PEIR) (incorporates the New School Construction Program, Draft PEIR), Published May 2004. Board Certified June 8, 2004, Draft PEIR, p. 3.15–19.
[230] Ibid., p. 3.15-20.

4R. Mandatory Findings of Significance

Does the project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a. 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?	☐	☐	☒	☐
b. 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)?	☒	☐	☐	☐
c. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

■ Explanation

a. Less-Than-Significant Impact. Due to the highly urbanized nature of the Proposed Project area and surrounding land uses, the Proposed Project would not have an impact on the habitat or population level of fish or wildlife species, threaten a plant or animal community, or impact the range of a rare or endangered plant or animal, and would not require removing trees on the site.[231] Therefore, impacts would be less than significant, and further analysis on biological resources will not be evaluated in the SEIR.

b. Potentially Significant Impact. Implementation of the Proposed Project would have the potential to have impacts that are individually limited, but cumulatively considerable. Where the Proposed Project would have no impact, specifically with respect to agricultural resources, biological resources, mineral resources, and population and housing, it would not contribute to cumulative impacts. In addition, issues specific to site conditions, such as site geology and soils, do not have cumulative effects. The Proposed Project is not growth inducing; thus, it would not contribute to the cumulative effects of population growth. The incremental effects of the Proposed Project that could contribute to cumulative impacts include air, noise,

[231] See Section 4D, Biological Resources.

and traffic impacts associated with vehicle trips generated by the project and construction impacts. These issues will be further analyzed in the SEIR, and, subsequently, their cumulative effects will also be analyzed in the SEIR.

c. Potentially Significant Impact. The Proposed Project could potentially result in environmental effects that may cause adverse effects on human beings with regard to the following environmental areas discussed in this IS/NOP: aesthetics, air quality, hazards and hazardous materials, noise, pedestrian safety and traffic. As a result, impacts could be potentially significant, and these issues will be studied further in the SEIR.

Appendix A California Natural Diversity Database Search Results

California Department of Fish and Game
Natural Diversity Database
Selected Elements by Scientific Name - Portrait

	Scientific Name/Common Name	Element Code	Federal Status	State Status	GRank	SRank	CDFG or CNPS
1	***Aster greatae*** Greata's aster	PDAST0T1F0			G2	S2.3	1B.3
2	***Astragalus brauntonii*** Braunton's milk-vetch	PDFAB0F1G0	Endangered		G2	S2.1	1B.1
3	***Astragalus tener var. titi*** coastal dunes milk-vetch	PDFAB0F8R2	Endangered	Endangered	G1T1	S1.1	1B.1
4	***Athene cunicularia*** burrowing owl	ABNSB10010			G4	S2	SC
5	***Atriplex serenana var. davidsonii*** Davidson's saltscale	PDCHE041T1			G5T2?	S2?	1B.2
6	***California Walnut Woodland***	CTT71210CA			G2	S2.1	
7	***Calochortus plummerae*** Plummer's mariposa lily	PMLIL0D150			G3	S3.2	1B.2
8	***Calystegia sepium ssp. binghamiae*** Santa Barbara morning-glory	PDCON040E6			G5TH	SH	1A
9	***Carolella busckana*** Busck's gallmoth	IILEM2X090			G1G3	SH	
10	***Centromadia parryi ssp. australis*** southern tarplant	PDAST4R0P4			G4T2	S2.1	1B.1
11	***Dudleya multicaulis*** many-stemmed dudleya	PDCRA040H0			G2	S2.1	1B.2
12	***Empidonax traillii extimus*** southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	G5T1T2	S1	
13	***Helianthus nuttallii ssp. parishii*** Los Angeles sunflower	PDAST4N102			G5TH	S1.1	1A
14	***Horkelia cuneata ssp. puberula*** mesa horkelia	PDROS0W045			G4T2	S2.1	1B.1
15	***Lasthenia glabrata ssp. coulteri*** Coulter's goldfields	PDAST5L0A1			G4T3	S2.1	1B.1
16	***Linanthus orcuttii*** Orcutt's linanthus	PDPLM090X0			G4	S2.3	1B.3
17	***Microtus californicus stephensi*** South coast marsh vole	AMAFF11035			G5T1T2	S1S2	SC
18	***Navarretia fossalis*** spreading navarretia	PDPLM0C080	Threatened		G2	S2.1	1B.1
19	***Navarretia prostrata*** prostrate navarretia	PDPLM0C0Q0			G2?	S2.1?	1B.1
20	***Nyctinomops macrotis*** big free -tailed bat	AMACD04020			G5	S2	SC
21	***Orcuttia californica*** California Orcutt grass	PMPOA4G010	Endangered	Endangered	G2	S2.1	1B.1
22	***Phacelia stellaris*** Brand's phacelia	PDHYD0C510	Candidate		G1G2	S1.1	1B.1
23	***Phrynosoma coronatum (blainvillii*** Coast (San Diego) horned lizard	ARACF12021			G4G5	S3S4	SC
24	***Polioptila californica californica*** coastal California gnatcatcher	ABPBJ08081	Threatened		G3T2	S2	SC

California Department of Fish and Game
Natural Diversity Database
Selected Elements by Scientific Name - Portrait

	Scientific Name/Common Name	Element Code	Federal Status	State Status	GRank	SRank	CDFG or CNPS
25	***Ribes divaricatum var. parishii*** Parish's gooseberry	PDGRO020F3			G4T1	S1.1	1B.1
26	***Southern Sycamore Alder Riparian Woodland***	CTT62400CA			G4	S4	
27	***Symphyotrichum defoliatum*** San Bernardino aster	PDASTE80C0			G3	S3.2	1B.2
28	***Taxidea taxus*** American badger	AMAJF04010			G5	S4	SC
29	***Walnut Forest***	CTT81600CA			G1	S1.1	

Appendix B Historical Records Search Results

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

January 23, 2007 SCCIC # 7243.4418

Ms. Teresa Tapia
EIP Associates
12301 Wilshire Blvd.
Suite 430
Los Angeles, CA 90025
(310) 268-8132 ext. 242

JAN 25 2007

RE: LAUSD Project South Los Angeles High School No. 3.

Dear Ms. Tapia,

As per your request received on January 8, 2007, 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.

Inglewood, CA. USGS 7.5' Quadrangle

ARCHAEOLOGICAL RESOURCES:

No archaeological sites have been identified within a ½-mile radius of the project site. No sites are located within the project site. This does not preclude the potential for archaeological sites to be identified during project activities. No isolates have been identified within a ½-mile radius of the project site. No isolates are located within the project site.

HISTORIC RESOURCES:

One additional cultural resource (19-187509) has been identified within a ½-mile radius of the project site. This additional cultural resource is not located within the project site.

A review of the historic maps – Redondo (1896 and 1944) 15' USGS - indicated that in 1896 there were two railroad lines, four improved roads, and fifteen structures within a ½-mile radius. Of these, one railroad line and two structures are within the project site. In 1944 there were twenty-eight improved roads, an unknown number of structures, and one railroad line within a ½-mile radius of the project site.

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 HRI properties marked with a star). 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 HRI property marked with a star).

The City of Los Angeles Historic-Cultural Monuments lists two properties within a ½-mile radius of the project site (see below).

No. 305 John Muir Branch Library
Built in 1930 and designed by local architect Henry F. Withey, the library building is a one-story brick structure with a symmetrical façade designed in the Italian Renaissance style. A wooden truss ceiling in the interior complements the buildings exterior design. Located at 1005 West 64th Street. Declared: 6/27/86 19-167300

No. 1029 Vermont Avenue Presbyterian Church
5300-5308 S. Vermont Avenue

The California Historic Resources Inventory (2006) lists one hundred, forty-nine properties that have been evaluated for historical significance within a ½-mile radius of the project site (see enclosed list).

PREVIOUS CULTURAL RESOURCES INVESTIGATIONS:

Eight studies (LA5331, LA4836, LA3903, LA4097*, LA4349, LA4387, LA4488, and LA5500) have been conducted within a ½-mile radius of the project site. Of these, one is located within the project site. There are nine additional investigations located on the Inglewood 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

Although the project occurs in an urban area where the surface and subsurface appears to have been previously disturbed, there is still potential for buried prehistoric and / or historic resources within the project boundaries. Therefore, a halt-work condition should be in place for all ground disturbing activities. In the event that cultural resources are discovered, all work within the vicinity of the find should stop. A professional archaeologist should be retained to assess the finds and make recommendations. Furthermore, there are known historic properties / resources within the immediate vicinity of the project area that could be affected by the proposed project. Please refer to the Historic Property Data File pages (enclosed) for the locations and evaluation status of each property / resource and consider consultation with an architectural historian for these properties and any properties (45 years and older) that have not yet been evaluated.

The professional archaeologist / architectural historian 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

Thomas David Shackford
Lead Staff Researcher

Enclosures:

(X) HRI – 14 pages
(X) National Register Status Codes – 3 pages
(X) Invoice # 7243.4418

OFFICE OF HISTORIC PRESERVATION Directory of Properties in the Historic Property Data File for LOS ANGELES County, Page 260 06-16-06

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY NAME	CODE	YR-C	OHP-PROG..	PRC-REFERENCE-NUMBER	STAT DAT	NRS	CHRT
			MAINTENANCE AND OPERATION BUILDIN	**LOS ANGELES**							
097570	19-175219	BONSALL AVE			F	1959	HIST.RES.	DOE-19-81-0001.0009	11/30/81	6Y	
							PROJ.REVW.	VZT810807A	11/04/81	6Y	
097568	19-175217	BONSALL AVE	ENGINEERING SHOPS BUILDING #44	LOS ANGELES	F	1897	HIST.RES.	DOE-19-81-0001-0007	11/30/81	2D2	AC
							PROJ.REVW.	VZT810807A	11/04/81	2D2	AC
097471	19-175208	BONSALL AVE	GARAGE	LOS ANGELES	F	1900	HIST.RES.	DOE-19-81-0001-0002	11/30/81	2D2	AC
							PROJ.REVW.	VZT810807A	11/04/81	2D2	AC
025532	19-171521	1970 BONSALLO AVE	MICHAEL SHANNON RESIDENCE	LOS ANGELES	P	1888	HIST.RES.	0053-2941-0000		7	
	19-164721						PROJ.REVW.	DOE-19-86-0008-0000	08/01/86	2S2	C
025533	19-171522	1982 BONSALLO AVE	AGNES HEIMGARTNER RESIDENCE	LOS ANGELES	P	1893	HIST.RES.	0053-2942-0000	08/01/86	2S2	C
	19-164724						HIST.SURV.	HUD560725N	08/01/86	2S2	C
							PROJ.REVW.	DOE-19-86-0009-0000		7	
025534	19-171523	2122 BONSALLO AVE	JOHN B KANE RESIDENCE	LOS ANGELES	P	1893	HIST.RES.	0053-2943-0000	08/01/86	2S2	C
	19-164726						HIST.SURV.	HUD860725Q			
							PROJ.REVW.	DOE-19-86-0010-0000	08/01/86	2S2	C
025535	19-171524	2124 BONSALLO AVE	CHARLES CLIFFORD GIBBONS RESIDENCE	LOS ANGELES	P	1892	HIST.RES.	0053-2944-0000		7	
	19-164727						HIST.SURV.	DOE-19-86-0011 0000	08/01/86	2S2	C
							PROJ.REVW.	HUD860725Q	08/01/86	2S2	C
085103	19 174654	5850 BONSALLO AVE		LOS ANGELES	P	1923	PROJ.REVW.	HUD931217U	12/27/93	6Y	
097788	19-175275	13109 BORDEN AVE	SYLMAR RECREATION CENTER - SUSAN B	LOS ANGELES	M		PROJ.REVW.	WRG940202Z	09/30/94	2D2	
							HIST.RES.	WRG-0255	09/30/94	2D2	
025182	19-171180	1239 BOSTON ST	E EDGAR GALBRAITH RESIDENCE	LOS ANGELES	P	1890	HIST.SURV.	0053-2584-0000		3S	
025426	19-171417	1247 BOSTON ST		LOS ANGELES	P		HIST.SURV.	0053-2822-0000		7	
065461	19-173622	1369 BOSTON ST		LOS ANGELES	U		HIST.SURV.		04/25/88	6Y	
127485		1832 BOVET ST		LOS ANGELES		1930	HIST.RES.	DOE-19-01-0031-0000	01/31/01	6Y	
							PROJ.REVW.	HUD8803223E			
								HUD010201B	01/31/01	6Y	
123809		2440 BOULDER ST		LOS ANGELES	U	1906	HIST.RES.	DOE-19-00-0046-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
123753		2442 BOULDER ST		LOS ANGELES	U	1901	HIST.RES.	DOE-19-99-0324-0000	02/01/99	6Y	
							PROJ.REVW.	HUD990201N	02/01/99	6Y	
096291	19-175125	2517 BOULDER ST		LOS ANGELES	P	1928	PROJ.REVW.	HUD9505110	06/19/95	6Y	
123810		2541 BOULDER ST		LOS ANGELES	U	1924	HIST.RES.	DOE-19-00-0047-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
150051		5816 BOWCROFT ST		LOS ANGELES		1949	HIST.RES.	DOE-19-04-0166-0000	09/30/04	6Y	
							PROJ.REVW.	HUD041006D	09/30/04	6Y	
100371	19-175993	2708 BOWMONT DR	COLD WATER CANYON WATER TANK	LOS ANGELES	M	1925	HIST.RES.	DOE-19-95-0120-0000	05/04/95	6Y	
							PROJ.REVW.	HRG940202Z	05/04/95	6Y	
025483	19-171474	563 BOYLSTON AVE		LOS ANGELES	P		HIST.SURV.	0053-2879-0000		7	
025482	19-171473	567 BOYLSTON AVE		LOS ANGELES	P		HIST.SURV.	0053-2878-0000		7	
025218	19-171209	573 BOYLSTON AVE		LOS ANGELES	P	1903	HIST.SURV.	0053-2613-0000		SS2	
025481	19-171472	611 BOYLSTON AVE	MARTIN C MARSH RESIDENCE	LOS ANGELES	P		HIST.SURV.	0053-2877-0000		7	
025480	19-171471	613 BOYLSTON AVE		LOS ANGELES	P		HIST.SURV.			7	
080045	19-174649	711 BRADSHAWE AVE		LOS ANGELES	P	1923	HIST.SURV.	0053-2876-0000			
153163		711 BRADSHAWE AVE		LOS ANGELES		1923	PROJ.REVW.	HUD931119F	12/24/93	6Y	
134479		732 BRADY AVE		LOS ANGELES		1926	HIST.RES.	DOE-19-02-1068-0000	11/14/03	6D	
							PROJ.REVW.	HUD021009N	10/09/02	6D	
131085		5840 BRENTWOOD ST		LOS ANGELES			HIST.RES.	DOE-19-02-0168-0000	10/09/02	6D	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
096330	19-175134	623 BRIDWELL ST		LOS ANGELES	P		PROJ.REVW.	HUD950515M	04/02/02	6Y	
101157	19-176384	2622 BRIGHTON AVE		LOS ANGELES	P	1920	PROJ.REVW.	HUD960304C	06/21/95	6Y	
136772		7224 BRIGHTON AVE		LOS ANGELES		1925	HIST.RES.	DOE-19-03-0027 0000	03/13/96	6Y	
							PROJ.REVW.	HUD030103G	01/31/03	6D	
116317		7406 BRIGHTON AVE		LOS ANGELES	P	1927	HIST.RES.	DOE-19-96-0231 0000	01/31/03	6D	
							PROJ.REVW.	HUD970203Z	08/02/96	6D	
024746	19-170766	3740 BRILLIANT PL		LOS ANGELES	P	1943	HIST.SURV.	0053-2215-0000	08/02/96	6D	
										7	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
025508	19-171498 19-164759	2321 S FIGUEROA ST	MICHAEL J CONNELL RESIDENCE	LOS ANGELES	P	1900	HIST.SURV.	0053-4869-0014	08/01/86	7K	
							HIST.RES.	DOE-19-86-0001-0016	08/01/86	2D2	AC
020855	19-164758 19-166931	2421 S FIGUEROA ST	STIMSON HOUSE	LOS ANGELES	P	1891	PROJ.REVW.	HUD860725F	08/01/86	2D2	AC
							PROJ.REVW.	FHWA920114Z	02/07/92	7K	
							HIST.SURV.	0053-4869-0017	08/01/86	7K	AC
							HIST.RES.	DOE-19-86-0001-0013	08/01/86	2D2	AC
							PROJ.REVW.	HUD860725F	08/01/86	2D2	AC
							HIST.SURV.	0053-0064-0000	03/30/78	1S	
020857	19-166933 19-162994	2601 S FIGUEROA ST	AUTOMOBILE CLUB OF SOUTHERN CA	LOS ANGELES	P	1921	HIST.SURV.	0053-0066-0000		3S	
074377	19-174163	2601 S FIGUEROA ST	AUTOMOBILE CLUB OF SOUTHERN CALIFO	LOS ANGELES	U	0	HIST.RES.	DOE-19-92-0030-0000	02/07/92	2S2	AC
							PROJ.REVW.	FHWA920114Z	02/07/92	2S2	AC
074380	19-174166	2700 S FIGUEROA ST		LOS ANGELES	U	1924	HIST.RES.	DOE-19-92-0033-0000	02/07/92	6Y	
							PROJ.REVW.	FHWA920114Z	02/07/92	6Y	
074379	19-174165	2708 S FIGUEROA ST		LOS ANGELES	U	1924	HIST.RES.	DOE-19-92-0032-0000	02/07/92	6Y	
							PROJ.REVW.	FHWA920114Z	02/07/92	6Y	
074378	19-174164	2710 S FIGUEROA ST		LOS ANGELES	U	1924	HIST.RES.	DOE-19-92-0031-0000	02/07/92	6Y	
							PROJ.REVW.	FHWA920114Z	02/07/92	6Y	
020856	19-162310 19-166932	3911 S FIGUEROA ST	LOS ANGELES MEMORIAL COLISUEM; MEM	LOS ANGELES	M	1921	HIST.RES.	DOE19 94-0364 0000	08/27/94	7K	
							PROJ.REVW.	HRG940202Z	09/30/94	7K	
							HIST.SURV.	0053-0065-0000	07/27/84	1S	
068416	19-173740 19-166091	3916 S FIGUEROA ST		LOS ANGELES	P	1922	HIST.RES.	SHL-0960-0000	05/31/84	1CL	
							HIST.RES.	DOE-19-90-0013-0000	08/28/90	6Y	
068407	19-173731 19-166092	3964 S FIGUEROA ST		LOS ANGELES	P	1923	PROJ.REVW.	FHWA900730C	08/28/90	6Y	
							HIST.RES.	DOE-19-90-0012-0000	08/28/90	6Y	
068405	19-173729 19-166093	3970 S FIGUEROA ST		LOS ANGELES	P	1921	PROJ.REVW.	FHWA900730C	08/28/90	6Y	
							HIST.RES.	DOE-19-90-0011-0000	08/28/90	6Y	
131109		4084 S FIGUEROA ST		LOS ANGELES		1930	PROJ.REVW.	FHWA900730C	08/28/90	6Y	
							HIST.RES.	DOE-19-02-0184-0000	04/02/02	6Y	
131110		4088 S FIGUEROA ST		LOS ANGELES		1940	PROJ.REVW.	HUS020402AG	04/02/02	6Y	
							HIST.RES.	DOE-19-02-0185-0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/01/02	6Y	
131111		4110 S FIGUEROA ST		LOS ANGELES		1905	HIST.RES.	DOE-19-02-0186.0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
131112		4116 S FIGUEROA ST		LOS ANGELES		1918	HIST.RES.	DOE-19-02-0186-0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
098003	19-175411	4122 S FIGUEROA ST		LOS ANGELES	M	1924	HIST.RES.	DOE-19-94-0141-0000	07/01/94	5S1	
							PROJ.REVW.	HRG940202Z	07/01/94	6Y	
131113		5206 S FIGUEROA ST		LOS ANGELES		1905	HIST.RES.	DOE-19-02-0188-0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
123827		5508 S FIGUEROA ST		LOS ANGELES	U	1928	HIST.RES.	DOE-19-00-0064-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
123828		5514 S FIGUEROA ST		LOS ANGELES	U		HIST.RES.	DOE-19-00-0065-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
099410	19-175831	6125 S FIGUEROA ST		LOS ANGELES	M	1924	HIST.RES.	DOE-19-94-0142-0000	07/01/94	6Y	
							PROJ.REVW.	HRG940202Z	07/01/94	6Y	
119388		9108 S FIGUEROA ST		LOS ANGELES	P	1929	HIST.RES.	DOE-19-95-0309-0000	08/23/95	6U	
							PROJ.REVW.	HUD950823L	08/23/95	6U	
119389		9120 S FIGUEROA ST		LOS ANGELES			HIST.RES.	DOE-19-95-0310-0000	08/23/95	6U	
							PROJ.REVW.	HUD950823L	08/23/95	6U	
119387		9130 S FIGUEROA ST		LOS ANGELES	P	1922	HIST.RES.	DOE-19-95-0308 0000	08/23/95	6U	
							PROJ.REVW.	HUD950823L	08/23/95	6U	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
026550	19-172537	4954 MELROSE HILL ST		LOS ANGELES	P	1916	HIST.SURV.	0053-3878-0000		7R	
026556	19-172543	4957 MELROSE HILL ST		LOS ANGELES	P	1916	HIST.SURV.	0053-3884-0000		7R	
026557	19-172544	4959 MELROSE HILL ST		LOS ANGELES	P	1926	HIST.SURV.	0053-3885-0000		7R	
026551	19-172538	4960 MELROSE HILL ST		LOS ANGELES	P	1920	HIST.SURV.	0053-3879-0000		3S	
098094	19-175479	8626 MELVIL ST		LOS ANGELES	P	1921	HIST.RES.	DOE-19-94-0597-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
021019	19-162312 19-167079	3990 MENLO AVE	EXPOSITION COMMUNITY HOUSE, EXPOSI	LOS ANGELES	M	1929	HIST.SURV.	0053-0199-0000		3S	
023775	19-169797 19-163022	5917 MENLO AVE		LOS ANGELES	P	1890	HIST.SURV.	0053-1231-0000		7N	
070333	19-173956	8632 MENLO AVE		LOS ANGELES	U	1939	PROJ.REVW.	HUD910430C	05/09/91	6Y	
070291	19-173940	8632 MENLO AVE		LOS ANGELES	U	1939	PROJ.REVW.	HUD910430C	05/09/91	6Y	
088902	19-174883	8801 MENLO AVE		LOS ANGELES	P	1942	PROJ.REVW.	HUD940211N	04/04/94	6Y	
123843		3317 MERCED ST		LOS ANGELES	U	1911	HIST.RES.	DOE-19-00-0080-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
026804	19-172784 19-156021	4300 MERCURY AVE		LOS ANGELES	P	1923	HIST.SURV.	0053-4124-0000		7N	
123844		5711 MERIDIAN ST	5711-5713 1/2 MERIDIAN ST	LOS ANGELES	U	1923	HIST.RES.	DOE-19-00-0081-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
027378	19-173306 19-155077	2010 MERTON AVE	ST DOMINIC'S CHURCH	LOS ANGELES	P	1924	HIST.SURV.	0053-4654-0000		7N	
023518	19-169540	916 MESA AVE		LOS ANGELES	P	1900	HIST.SURV.	0053-0971-0000		7	
023519	19-169541	1011 MESA AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-0972-0000		5S2	
023520	19-169542	1220 MESA AVE		LOS ANGELES	P	1890	HIST.SURV.	0053-0973-0000		5S2	
023521	19-169543	1230 MESA AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-0974-0000		7	
023522	19-169544	1304 MESA AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-0975-0000		5S2	
023523	19-169545	1611 MESA AVE		LOS ANGELES	P	1898	HIST.SURV.	0053-0976-0000		5S2	
023524	19-169546	1931 MESA AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-0977-0000		5S2	
024687	19-170708	6035 MESA AVE	CHHURCH OF GOD HOLINESS	LOS ANGELES	P	1905	HIST.SURV.	0053-2155-0000		7	
027398	19-173326	650 MICHELTORENA ST	HOLY VIRGIN MARY RUSSIAN ORTHODOX	LOS ANGELES	P	1928	HIST.SURV.	0053-4667-0000		7N	
098095	19-175480	1511 MICHELTORENA ST	MICHELTORENA ELEMENTARY SCHOOL	LOS ANGELES	M		HIST.RES.	DOE-19-94-0633-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
021020	19-167080	2323 MICHELTORENA ST	TIERMAN HOUSE	LOS ANGELES	P	1940	HIST.SURV.	0053-0200-0000		7N	
025822	19-171811	1914 MICHIGAN AVE	GEORGE R ELLIS RESIDENCE	LOS ANGELES	P	1887	HIST.RES.	DOE-19-97-0060-0000	04/23/97	2S2	C
							PROJ.REVW.	FTA940429A	04/23/97	2S2	C
							HIST.RES.	DOE-19-86-0120-0000	08/05/86	2S2	C
							PROJ.REVW.	HUD860729F	08/05/86	2S2	C
							HIST.SURV.	0053-3227-0000		7N	
114083		1924 MICHIGAN AVE	ABILA RESIDENCE	LOS ANGELES	U	1886	HIST.RES.	DOE-19-97-0062-0000	04/23/97	6Y	
							PROJ.REVW.	FTA940429A	04/23/97	6Y	
114084		1969 MICHIGAN AVE	WYLIE RESIDENCE	LOS ANGELES	U	1890	HIST.RES.	DOE-19-97-0063-0000	04/23/97	6Y	
							PROJ.REVW.	FTA940429A	04/23/97	6Y	
091455	19-174970	2423 MICHIGAN AVE		LOS ANGELES	P	1896	HIST.RES.	DOE-19-94-0675-0000	08/30/94	2S2	C
							PROJ.REVW.	FTA940429A	08/30/94	2S2	C
091433	19-174964	2533 MICHIGAN AVE		LOS ANGELES	P	1891	HIST.RES.	DOE-19-94-0682-0000	08/30/94	6Y	
							PROJ.REVW.	FTA940429A	08/30/94	6Y	
069905	19-173882	2600 MICHIGAN AVE		LOS ANGELES	U	1922	PROJ.REVW.	HUD901218R	01/15/91	6Y	
091410	19-174944	2719 MICHIGAN AVE		LOS ANGELES	P	1894	HIST.RES.	DOE-19-94-0701-0000	08/30/94	6Y	
							PROJ.REVW.	FTA940429A	08/30/94	6Y	
125524		3517 MICHIGAN AVE		LOS ANGELES	U	1923	HIST.RES.	DOE-19-97-0244-0000	10/06/97	6Y	
							PROJ.REVW.	HUD971006G	10/06/97	6Y	
064809	19-173369	4226 MICHIGAN AVE	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD860702E	08/04/86	6Y	
066361	19-173600	4248 MICHIGAN AVE	REHABILITATION OF HOUSE	LOS ANGELES	U		PROJ.REVW.	HUD871109G	12/15/87	6Y	
021119	19-167176	7634 MIDFIELD AVE	CENTINELA ADOBE	LOS ANGELES	M	1834	HIST.RES.	DOE-19-94-0357-0000	04/01/94	2S2	
							PROJ.REVW.	HRG940202Z	09/30/94	2S2	
							HIST.SURV.	0053-0235-0000	05/02/74	1S	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
098111	19-175491	4059 S NORMANDIE AVE		LOS ANGELES	P	1922	HIST.RES.	DOE-19-94-0603-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
020881	19-161540	4230 S NORMANDIE AVE	ST CECELIA CHURCH ROM CATH	LOS ANGELES	P	1927	HIST.SURV.	0053-0090-0000		3S	
	19-166956										
027359	19-173288	4601 S NORMANDIE AVE	PILGRIM CONGREGATIONAL CH, TEMPLO	LOS ANGELES	P	1910	HIST.SURV.	0053-4643-0000		7N	
	19-161404										
081568	19 174458	10605 S NORMANDIE AVE		LOS ANGELES	U	1925	PROJ.REVW.	HUD871027C	05/22/89	6Y	
064870	19-173410	610 S OAKFORD DR	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD860814F	09/11/86	6Y	
081560	19-174455	646 S OAKFORD DR		LOS ANGELES	U	1926	PROJ.REVW.	HUD871027C	05/22/89	6Y	
027385	19.173313	435 S OCCIDENTAL BLVD	CHURCH OF THE PRECIOUS BLOOD RECTO	LOS ANGELES	P	1926	HIST.SURV.	0053-4658-0002		7N	
027384	19-173312	435 S OCCIDENTAL BLVD	CHURCH OF THE PRECIOUS BLOOD	LOS ANGELES	P	1926	HIST.SURV.	0053-4658-0001		7N	
027386	19-173314	435 S OCCIDENTAL BLVD	CHURCH OF THE PRECIOUS BLOOD	LOS ANGELES	P	1926	HIST.SURV.	0053-4658-9999		7N	
020882	19-166957	449 S OLIVE ST	LOS ANGELES FIRST GERMAN UNITED ME	LOS ANGELES	P	1910	HIST.SURV.	0053-0091-0000		7N	
020883	19-166958	515 S OLIVE ST	BILTMORE HOTEL	LOS ANGELES	P	1923	HIST.SURV.	0053-0092-0000		7K	
							HIST.SURV.	0053-4454-0000		7K	
							HIST.RES.	DOE-19-79-0009-0000	03/28/79	2S2	AC
							PROJ.REVW.	UMTA781024A	10/24/78	2S2	AC
020884	19-166959	617 S OLIVE ST	OVIATT BUILDING	LOS ANGELES	P	1927	HIST.SURV.	0053-0093-0000	08/11/83	1S	
026172	19-172159	649 S OLIVE ST	BANK OF ITALY/A P GIANNINI BUILDIN	LOS ANGELES	P	1922	HIST.SURV.	0053-3500-0000		3S	
020885	19-166960	712 S OLIVE ST	VILLE DE PARIS STORE, LA MERCHANDI	LOS ANGELES	P	1917	HIST.SURV.	0053-0094-0000		3S	
							HIST.SURV.	0053-3497-0000		3S	
026168	19-172155	716 S OLIVE ST	SOUTH CALIFORNIA TELEGRAPH CO/OLIV	LOS ANGELES	P	1908	HIST.SURV.	0053-3496-0000		3S	
026166	19-172153	724 S OLIVE ST	BUSY *BEE* SNACKS	LOS ANGELES	P	1970	HIST.SURV.	0053-3494-0000		7R	
026165	19-172152	727 S OLIVE ST	A1 LOCK & KEY SERVICE	LOS ANGELES	P	1954	HIST.SURV.	0053-3493-0000		7R	
026164	19-172151	737 S OLIVE ST	STATE HOTEL	LOS ANGELES	P	1913	HIST.SURV.	0053-3492-0000		5S2	
026163	19-172150	740 S OLIVE ST	SOUTHERN CALIFORNIA TELEGRAPH COMP	LOS ANGELES	P	1925	HIST.SURV.	0053-3491-0000		7N	
026158	19-172145	801 S OLIVE ST		LOS ANGELES	P		HIST.SURV.	0053-3486-0000		5S2	
131134		1330 S OLIVE ST		LOS ANGELES		1913	HIST.RES.	DOE-19-02-0208 0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
021249	19-167289	4255 S OLIVE ST	MONETA LIBRARY/JUNIPERO SERRA BRAN	LOS ANGELES	M	1923	HIST.RES.	DOE-19-94-0369 0000	08/27/94	2S2	
							PROJ.REVW.	HRG940202Z	09/30/94	2S2	
							HIST.RES.	NPS-87001016-0000	05/19/87	1S	AC
073484	19-174080	5940 S OLIVE ST		LOS ANGELES	U	1914	PROJ.REVW.	HUD911003A	11/01/91	6Y	
107731	19-176476	S OLYMPIC BLVD	6400-6600 BLOCKS, SOUTH SIDE OF OL	LOS ANGELES	P	1932	HIST.RES.	DOE-19-95-0190-0008	11/07/95	2D2	C
							PROJ.REVW.		11/07/95	2D2	C
096990	19-175179	1300 S ORANGE DR		LOS ANGELES	P	1937	PROJ.REVW.	HUD9506300	07/20/95	6Y	
098114	19-175494	1843 S ORANGE DR		LOS ANGELES	P	1924	HIST.RES.	DOE-19-94-0604-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
116267		1858 S ORANGE DR		LOS ANGELES	P	1935	HIST.RES.	DOE-19-96-0180-0000	03/13/96	6U	
							PROJ.REVW.	HUD960801E	03/13/96	6U	
127539		2519 S ORANGE DR		LOS ANGELES		1923	HIST.RES.	DOE-19-01-0085-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
127540		2523 S ORANGE DR		LOS ANGELES		1921	HIST.RES.	DOE-19-01-0086.0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
127541		2524 S ORANGE DR		LOS ANGELES		1924	HIST.RES.	DOE-19-01-0087 0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
127542		2527 S ORANGE DR		LOS ANGELES		1925	HIST.RES.	DOE-19-01-0088 0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
098115	19-175495	2528 S ORANGE DR		LOS ANGELES	P	1920	HIST.RES.	DOE-19-01-0089-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
							HIST.RES.	DOE-19-94-0605-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
098116	19-175496	2529 S ORANGE DR		LOS ANGELES	P	1919	HIST.RES.	DOE-19-01-0090-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
							HIST.RES.	DOE-19-94-0606-0000	09/30/94	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							PROJ.REVW.	FHWA900730C	08/28/90	2D2	C
068420	19-173744	3855 S FLOWER ST		LOS ANGELES	P	1921	HIST.RES.	DOE-19-90-0015-0000	08/28/90	6Y	
	19-166107						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068419	19-173743	3907 S FLOWER ST		LOS ANGELES	P	1923	HIST.RES.	DOE-19-90-0001-0013	08/28/90	6Y	
	19-166106						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068418	19-173742	3911 S FLOWER ST		LOS ANGELES	P	1939	HIST.RES.	DOE-19-90-0001-0012	08/28/90	6Y	
	19-166105						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068417	19-173741	3915 S FLOWER ST		LOS ANGELES	P	1922	HIST.RES.	DOE-19-90-0001-0011	08/28/90	6Y	
	19-166104						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068415	19-173739	3923 S FLOWER ST		LOS ANGELES	P	1923	HIST.RES.	DOE-19-90-0001-0010	08/28/90	6Y	
	19-166103						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068414	19-173738	3927 S FLOWER ST		LOS ANGELES	P	1924	HIST.RES.	DOE-19-90-0001-0009	08/28/90	6Y	
	19-166102						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068413	19-173737	3931 S FLOWER ST		LOS ANGELES	P	1922	HIST.RES.	DOE-19-90-0001-0008	08/28/90	6Y	
	19-166101						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068412	19-173736	3937 S FLOWER ST		LOS ANGELES	P	1922	HIST.RES.	DOE-19-90-0001-0007	08/28/90	6Y	
	19-166100						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068411	19-173735	3941 S FLOWER ST		LOS ANGELES	P	1922	HIST.RES.	DOE-19-90-0001-0006	08/28/90	6Y	
	19-166099						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068410	19-173734	3953 S FLOWER ST		LOS ANGELES	P	1925	HIST.RES.	DOE-19-90-0001 0005	08/28/90	6Y	
	19-166098						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068409	19-173733	3959 S FLOWER ST		LOS ANGELES	P	1922	HIST.RES.	DOE-19-90-0001-0004	08/28/90	6Y	
	19-166097						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068408	19-173732	3965 S FLOWER ST		LOS ANGELES	P	1921	HIST.RES.	DOE-19-90-0001-0003	08/28/90	6Y	
	19-166096						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068406	19-173730	3971 S FLOWER ST		LOS ANGELES	P	1921	HIST.RES.	DOE-19-90-0001-0002	08/28/90	6Y	
	19-166095						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068404	19-173728	3977 S FLOWER ST		LOS ANGELES	P	1923	HIST.RES.	DOE-19-90-0001-0001	08/28/90	6Y	
	19-166094						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068394	19-173718	4151 S FLOWER ST		LOS ANGELES	P	1925	HIST.RES.	DOE-19-90-0002-0000	08/28/90	6Y	
							PROJ.REVW.	FHWA900730C	08/28/90	6Y	
077398	19-174377	5857 S FLOWER ST		LOS ANGELES	U	1922	PROJ.REVW.	HUD920619B	07/28/92	6Y	
082408	19-174496	5925 S FLOWER ST		LOS ANGELES	P	1911	PROJ.REVW.	HUD930505B	06/17/93	6Y	
083723	19-174567	747 S FORD BLVD		LOS ANGELES	U	1925	PROJ.REVW.	HUD901231A	08/18/93	6Y	
066417	19-173610	947 S FORD BLVD	RESIDENTIAL REHABILITATION	LOS ANGELES	U		PROJ.REVW.	HUD871221U	01/21/88	6Y	
099198	19-175676	1004 S FRESNO ST	RAMON GARCIA RECREATION CENTER COM	LOS ANGELES	M		HIST.RES.	DOE-19-94-0009-0000	08/29/94	6Y	
							PROJ.REVW.	HRG940202Z	08/29/94	6Y	
155143		1701 S GAFFEY ST		LOS ANGELES	P	1947	PROJ.REVW.	FCCD50720M	08/12/05	6Y	
155144		1707 S GAFFEY ST		LOS ANGELES	P	1950	PROJ.REVW.	FCCD50720M	08/12/05	6Y	
161553		150 S GAGE AVE		LOS ANGELES		1907	PROJ.REVW.	HUD041210B	12/10/04	6U	
161551		152 S GAGE AVE		LOS ANGELES	P	1922	PROJ.REVW.	HUD041210B	12/10/04	6U	
065018	19-173448	829 S GAGE AVE	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD861203E	12/31/86	6Y	
020859	19-166935	767 S GARLAND AVE	CHARLES C. L. LESLIE HOUSE	LOS ANGELES	P	1900	HIST.SURV.	0053-0068-0000		7N	
020860	19-166936	805 S GENESEE AVE	BUCK HOUSE	LOS ANGELES	P	1934	HIST.SURV.	0053-0069-0000		3S	
065498	19-173508	520 S GERHARD AVE		LOS ANGELES	U		PROJ.REVW.	HUD881108J	11/14/88	6Y	
125976		408 S GLESS ST		LOS ANGELES	Y	1900	HIST.RES.	DOE-19-00-0178-0000	05/17/00	6U	
							PROJ.REVW.	HUD001017Z	05/17/00	6U	
125977		410 S GLESS ST		LOS ANGELES	Y	1906	HIST.RES.	DOE-19-00-0180-0000	05/17/01 BC	6U	
							PROJ.REVW.	HUD001017Z	05/17/00	6U	
026465	19-172452	1101 S GRAMERCY DR		LOS ANGELES	P	1912	HIST.SURV.	0053 3793-0000		7N	
026428	19-172415	939 S GRAMERCY PL	LA CRESCENTA	LOS ANGELES	P	1927	HIST.SURV.	0053-3756-0000		3S	
026457	19-172444	943 S GRAMERCY PL		LOS ANGELES	P	1925	HIST.SURV.	0053-3785-0000		3S	
026458	19 172445	947 S GRAMERCY PL		LOS ANGELES	P	1910	HIST.SURV.	0053-3786-0000		7N	
026459	19-172446	953 S GRAMERCY PL		LOS ANGELES	P	1909	HIST.SURV.	0053-3787-0000		3S	
026451	19 172438	958 S GRAMERCY PL		LOS ANGELES	P	1910	HIST.SURV.	0053-3779-0000		7N	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
074409	19-174180	729 W 51ST ST		LOS ANGELES	U	1923	PROJ.REVW.	HUD920130F	02/24/92	6Y	
099441	19-175842	1475 W 51ST ST		LOS ANGELES	M	1914	HIST.RES.	DOE-19-94-0232-0000	07/01/94	6Y	
							PROJ.REVW.	HRG940202Z	07/01/94	6Y	
145969		1749 W 51ST ST		LOS ANGELES		1911	HIST.RES.	DOE 19-03-0410-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
116299		218 W 52ND PL		LOS ANGELES	P	1908	HIST.RES.	DOE-19.96-0213 0000	02/29/96	6U	
							PROJ.REVW.	HUD960801E	02/29/96	6U	
084761	19-174635	619 W 52ND ST		LOS ANGELES	P	1921	PROJ.REVW.	HUD930927K	11/22/93	6Y	
131229		628 W 52ND ST		LOS ANGELES		1908	HIST.RES.	DOE-19-02-0274 0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
084125	19-174618	923 W 52ND ST		LOS ANGELES	P	1908	PROJ.REVW.	HUD930803H	09/03/93	6Y	
116404		1134 W 52ND ST		LOS ANGELES	P	1920	HIST.RES.	DOE-19-96-0311-0000	08/27/96	6U	
							PROJ.REVW.	HUD970203Z	08/27/96	6U	
145970		1444 W 52ND ST		LOS ANGELES			HIST.RES.	DOE-19-03-0411-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103C	01/31/03	6U	
116405		2224 W 52ND ST		LOS ANGELES	P	1927	HIST.RES.	DOE-19-96-0312-0000	08/27/96	6U	
							PROJ.REVW.	HUD970203Z	08/27/96	6U	
066024	19-173544	2611 W 52ND ST	ANG MESA ELEM SCH	LOS ANGELES	U		HIST.RES.	DOE-19-89-0010-000	08/15/89	2S2	AC
							PROJ.REVW.	HUD890630D	08/15/89	2S2	AC
021260	19-167298	2700 W 52ND ST	ANGELUS MESA LIBRARY	LOS ANGELES	M	1929	HIST.RES.	DOE-19-94-0371-0000	08/27/94	2B2	AC
							PROJ.REVW.	HRG940202Z	08/27/94	2B2	AC
							HIST.RES.	DOE 19 89-0009-0000	08/15/94	2S2	AC
							PROJ.REVW.	HUD890630D	08/15/89	2S2	AC
							HIST.RES.	NPS-87001005-0000	05/19/87	1S	AC
082816	19-174507	619 W 53RD ST		LOS ANGELES	U	1923	PROJ.REVW.	HUD930608I	07/15/93	6Y	
074307	19-174159	632 W 53RD ST		LOS ANGELES	U	1907	PROJ.REVW.	HUD911231A	01/15/92	6Y	
125126		857 W 53RD ST		LOS ANGELES	Y	1910	HIST.RES.	DOE-19-98-0318-0000	02/02/98	6Y	
							PROJ.REVW.	HUD980202K	02/02/98	6Y	
116300		1044 W 53RD ST		LOS ANGELES	P	1909	HIST.RES.	DOE-19-96-0214-0000	05/07/96	6U	
							PROJ.REVW.	HUD960801E	05/07/96	6U	
116301		1049 W 53RD ST		LOS ANGELES	P	1913	HIST.RES.	DOE-19-96-0215-0000	03/13/96	6U	
							PROJ.REVW.	HUD960801E	03/13/96	6U	
127599		1053 W 53RD ST		LOS ANGELES		1909	HIST.RES.	DOE-19-01-0147-0000	01/31/01	6Y	
							PROJ.REVW.	HUD0102018	01/31/01	6Y	
073965	19-174122	205 W 54TH ST		LOS ANGELES	U	1909	PROJ.REVW.	HUD911029C	11/18/91	6Y	
023675	19-169697	844 W 54TH ST		LOS ANGELES	P	1909	HIST.SURV.	0053-1130-0000		5B2	
	19-161502										
023676	19-169698	860 W 54TH ST		LOS ANGELES	P	1908	HIST.SURV.	0053-1131-0000		5S2	
	19-161503										
023677	19-169699	900 W 54TH ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1132-0000		5S2	
	19-161504										
023678	19-161505	936 W 54TH ST		LOS ANGELES	P	1922	HIST.SURV.	0053-1133-0000		5B2	
	19-169700										
023679	19-169701	940 W 54TH ST		LOS ANGELES	P	1913	HIST.SURV.	0053-1134-0000		5S2	
	19-161506										
023680	19-161433	1024 W 54TH ST		LOS ANGELES	P	1909	HIST.SURV.	0053-1135-0000		5S2	
	19-169702										
023681	19-161434	1048 W 54TH ST		LOS ANGELES	P	1912	HIST.SURV.	0053-1136-0000		5B2	
	19-169703										
023682	19-161435	1052 W 54TH ST		LOS ANGELES	P	1912	HIST.SURV.	0053-1137-0000		5S2	
	19-169704										
023683	19-161438	1122 W 54TH ST		LOS ANGELES	P	1912	HIST.SURV.	0053-1138-0000		5S2	
	19-169705										
023684	19-161439	1126 W 54TH ST		LOS ANGELES	P	1912	HIST.SURV.	0053-1139-0000		5B2	
	19-169706										
023685	19-169707	1134 W 54TH ST		LOS ANGELES	P	1912	HIST.SURV.	0053-1140-0000		5B2	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
021242	19-161446	1201 W 48TH ST	LA PUBLIC LIB BRANCHES, VERMONT SQ	LOS ANGELES	M	1913	HIST.RES.	DOE-19-94-0333-0000	04/07/94	2D2	
	19-167283						PROJ.REVW.	HRG940202Z	04/07/94	2D2	
							HIST.SURV.	0053-0173-0000	09/01/76	3S	
145965		1426 W 48TH ST		LOS ANGELES		1911	HIST.RES.	DOE-19-03-0406-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
145966		1432 W 48TH ST		LOS ANGELES		1912	HIST.RES.	DOE-19-03-0407-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103C	01/31/03	6U	
145968		1488 W 48TH ST		LOS ANGELES		1909	HIST.RES.	DOE-19-03-0409-0000	01/31/03	6Y	
							PROJ.REVW.	HUD030103C	01/31/03	6Y	
125124		1494 W 48TH ST		LOS ANGELES	Y	1922	HIST.RES.	DOE-19-98-0316-0000	02/02/98	6Y	
							PROJ.REVW.	HUD980202K	02/02/98	6Y	
097901	19-175340	1633 W 48TH ST		LOS ANGELES	M	1911	HIST.RES.	DOE-19-94-0231-0000	07/01/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
145967		1852 W 48TH ST		LOS ANGELES		1912	HIST.RES.	DOE-19-03-0408-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
125216		1338 W 49TH ST		LOS ANGELES	Y	1915	HIST.RES.	DOE-19-98-0352-0000	08/03/98	6Y	
							PROJ.REVW.	HUD980803I	08/03/98	6Y	
116400		1607 W 49TH ST		LOS ANGELES	P	1926	HIST.RES.	DOE-19-96-0307-0000	08/27/96	6U	
							PROJ.REVW.	HUD970203Z	08/27/96	6U	
126005		W 4TH ST		LOS ANGELES	Y	1952	HIST.RES.	DOE-19-00-0208-0000	06/06/00	6U	
							PROJ.REVW.	HUD001017Z	06/06/00	6U	
020974	19-167039	101 W 4TH ST	I. N. VAN NUYS HOTEL, BARCLAY HOTE	LOS ANGELES	P	1895	HIST.SURV.	0053-0157-0000		3S	
027275	19-173207	116 W 4TH ST	FARMERS & MERCHANTS NATIONAL BANK,	LOS ANGELES	P	1910	HIST.SURV.	0053-4571-0000		3S	
020926	19-166995	423 W 4TH ST	WOODWARD HOTEL, BRISTOL HOTEL	LOS ANGELES	P	1906	HIST.SURV.	0053-0117-0000		3S	
116289		550 W 4TH ST		LOS ANGELES			HIST.RES.	DOE-19-96-0203-0000	03/27/96	6U	
							PROJ.REVW.	HUD960801E	03/27/96	6U	
126003		1324 W 4TH ST		LOS ANGELES	Y	1905	HIST.RES.	DOE-19-00-0206-0000	06/06/00	6U	
							PROJ.REVW.	HUD001017Z	06/06/00	6U	
126004		1326 W 4TH ST		LOS ANGELES	Y	1952	HIST.RES.	DOE-19-00-0207-0000	06/06/00	6U	
							PROJ.REVW.	HUD001017Z	06/06/00	6U	
126007		1334 W 4TH ST		LOS ANGELES	Y	1911	HIST.RES.	DOE-19-00-0210-0000	06/06/00	6U	
							PROJ.REVW.	HUD001017Z	06/06/00	6U	
023975	19-169997	1609 W 4TH ST		LOS ANGELES	P	1920	HIST.SURV.	0053-1431-0000		5S2	
023976	19-169998	1615 W 4TH ST		LOS ANGELES	P	1920	HIST.SURV.	0053-1432-0000		5S2	
023977	19-169999	1629 W 4TH ST	KENT COURT	LOS ANGELES	P	1922	HIST.SURV.	0053-1433-0000		5B2	
126006		1927 W 4TH ST		LOS ANGELES	Y	1924	HIST.RES.	DOE-19-00-0209-0000	06/07/00	6U	
							PROJ.REVW.	HUD001017Z	06/07/00	6U	
023978	19-170000	2529 W 4TH ST		LOS ANGELES	P	1924	HIST.SURV.	0053-1434-0000		5S2	
023979	19-170001	2530 W 4TH ST		LOS ANGELES	P	1907	HIST.SURV.	0053-1435-0000		7	
065532	19-173512	3333 W 4TH ST	PARKLANE APARTMENTS	LOS ANGELES	P	1926	HIST.RES.	DOE-19-88-0005-0000	11/16/88	2S2	C
							PROJ.REVW.	UMTA881025A	11/16/88	2S2	C
095720	19-175121	3704 W 4TH ST		LOS ANGELES	P	1928	PROJ.REVW.	HUD950406Q	04/27/95	6Y	
097023	19-175200	903 W 50TH ST		LOS ANGELES	P	1909	PROJ.REVW.	HUD950630AM	07/20/95	6Y	
116401		1056 W 50TH ST		LOS ANGELES	P	1929	HIST.RES.	DOE-19-96-0308-0000	10/29/96	6U	
							PROJ.REVW.	HUD970203Z	10/29/96	6U	
126011		1732 W 50TH ST		LOS ANGELES	Y	1910	HIST.RES.	DOE-19-00-0213-0000	05/15/00	6U	
							PROJ.REVW.	HUD001017Z	05/15/00	6U	
116403		1102 W 51ST PL		LOS ANGELES	P	1909	HIST.RES.	DOE-19-96-0310-0000	12/17/96	6U	
							PROJ.REVW.	HUD970203Z	12/17/96	6U	
154182		1153 W 51ST PL		LOS ANGELES		1913	PROJ.REVW.	HUD040202L	02/02/04	6U	
082813	19-174505	1309 W 51ST PL		LOS ANGELES	P	1910	PROJ.REVW.	HUD930608F	07/15/93	6Y	
141112		1500 W 51ST PL	LIBRARY BAPTIST CHURCH	LOS ANGELES	P		HIST.RES.	DOE-19-03-0198-0000	07/10/03	6Y	
							PROJ.REVW.	FCC030317A	07/10/03	6Y	
076954	19-174267	443 W 51ST ST		LOS ANGELES	U	1920	PROJ.REVW.	HUD920424N	05/26/92	6Y	
089368	19-174898	523 W 51ST ST		LOS ANGELES	P	1918	PROJ.REVW.	HUD940427E	05/23/94	6Y	
077002	19-174269	625 W 51ST ST		LOS ANGELES	U	1926	PROJ.REVW.	HUD920505A	05/28/92	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
	19-161408										
023701	19-169723	1132 W 55TH ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1157-0000		5S2	
	19 161407										
023702	19-169724	1136 W 55TH ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1158-0000		5S2	
	19-161406										
023711	19-161405	1157 W 55TH ST		LOS ANGELES	P	1912	HIST.SURV.	0053-1167-0000		5S2	
	19-169733										
145973		224 W 56TH ST		LOS ANGELES		1910	HIST.RES.	DOE-19-03-0414-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
023712	19-169734	804 W 56TH ST		LOS ANGELES	P	1911	HIST.SURV.	0053-1168-0000		5S2	
	19-161493										
023713	19-169735	808 W 56TH ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1169-0000		5S2	
	19-161494										
023719	19-161495	813 W 56TH ST		LOS ANGELES	P	1909	HIST.SURV.	0053-1175-0000		5S2	
	19-169741										
023714	19-169736	856 W 56TH ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1170-0000		5S2	
	19-161496										
023715	19-169737	860 W 56TH ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1171-0000		5S2	
	19-161497										
023716	19-169738	924 W 56TH ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1172-0000		5S2	
	19-161498										
023720	19-161499	941 W 56TH ST		LOS ANGELES	P	1911	HIST.SURV.	0053-1176-0000		5S2	
	19-169742										
023721	19-169743	1021 W 56TH ST		LOS ANGELES	P	1917	HIST.SURV.	0053-1177-0000		5S2	
	19-161420										
023722	19-169744	1041 W 56TH ST		LOS ANGELES	P	1911	HIST.SURV.	0053-1178-0000		5S2	
	19-161419										
023717	19-161421	1052 W 56TH ST		LOS ANGELES	P	1911	HIST.SURV.	0053-1173-0000		5S2	
	19-169739										
023723	19-169745	1057 W 56TH ST		LOS ANGELES	P	1913	HIST.SURV.	0053-1179-0000		5S2	
	19-161422										
023724	19-161423	1063 W 56TH ST		LOS ANGELES	P	1913	HIST.SURV.	0053-1180-0000		5S2	
	19-169746										
023725	19-161424	1101 W 56TH ST		LOS ANGELES	P	1921	HIST.SURV.	0053-1181-0000		5S2	
	19-169747										
023726	19-161425	1115 W 56TH ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1182-0000		5S2	
	19-169748										
023718	19-169740	1136 W 56TH ST		LOS ANGELES	P	1921	HIST.SURV.	0053-1174-0000		5S2	
	19- 161426										
154187		1309 W 56TH ST		LOS ANGELES		1922	PROJ.REVW.	HUD040202L	02/02/04	6U	
131230		1424 W 56TH ST		LOS ANGELES		1912	HIST.RES.	DOE-19-02-0275 0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
077196	19-174353	205 W 57TH ST		LOS ANGELES	U	1920	PROJ.REVW.	HUD9205262	06/25/92	6Y	
077399	19-174378	209 W 57TH ST		LOS ANGELES	U	1905	PROJ.REVW.	HUD920619A	07/28/92	6Y	
069941	19-173903	236 W 57TH ST		LOS ANGELES	U	1910	PROJ.REVW.	HUD910102C	01/24/91	6Y	
080676	19-174429	608 W 57TH ST		LOS ANGELES	U	1907	PROJ.REVW.	HUD930219H	03/17/93	6Y	
023727	19-161473	808 W 57TH ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1183-0000		5S2	
	19-169749										
023735	19-169757	817 W 57TH ST		LOS ANGELES	P	1913	HIST.SURV.	0053-1191-0000		5S2	
	19-161474										
023736	19-169758	825 W 57TH ST		LOS ANGELES	P	1895	HIST.SURV.	0053-1192-0000		5S2	
	19-161475										
023728	19-169750	840 W 57TH ST		LOS ANGELES	P	1914	HIST.SURV.	0053-1184-0000		5S2	
	19-161476										
023737	19-169759	845 W 57TH ST		LOS ANGELES	P	1910	PROJ.REVW.	HUD950630AL	07/20/95	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
	19-161440										
023686	19-161441	1138 W 54TH ST		LOS ANGELES	P	1912	HIST.SURV.	0053-1141-0000		5S2	
	19-169708										
116415		1932 W 54TH ST		LOS ANGELES	P	1922	HIST.RES.	DOE-19-96-0315-0000	08/27/96	6U	
							PROJ.REVW.	HUD970203Z	08/27/96	6U	
154184		2061 W 54TH ST		LOS ANGELES		1922	PROJ.REVW.	HUD040202L	02/02/04	6U	
139137		2801 W 54TH ST	ASHANTI UNITED CHURCH OF CHRIST	LOS ANGELES	P	1914	HIST.RES.	DOE-19-02-1187-0000	12/11/02	6Y	
							PROJ.REVW.	F00020903B	12/11/02	6Y	
139517		3125 W 54TH ST	CHRIST TEMPLE CHURCH	LOS ANGELES	P	1951	HIST.RES.	DOE-19-03-0141-0000	04/15/03	6Y	
							PROJ.REVW.	FCC030328C	04/15/03	6Y	
076083	19-174249	221 W 55TH ST		LOS ANGELES	U	1920	PROJ.REVW.	HUD920313D	04/08/92	6Y	
154185		530 W 55TH ST		LOS ANGELES		1906	PROJ.REVW.	HUD040202L	02/02/04	6U	
023687	19-161492	804 W 55TH ST		LOS ANGELES	P	1911	HIST.SURV.	0053-1142-0000		5S2	
	19-169709										
023688	19-161491	808 W 55TH ST		LOS ANGELES	P	1909	HIST.SURV.	0053-1143-0000		5S2	
	19-169710										
023703	19-169725	817 W 55TH ST		LOS ANGELES	P	1911	HIST.SURV.	0053-1159-0000		5S2	
	19-161490										
023704	19-169726	825 W 55TH ST		LOS ANGELES	P	1909	HIST.SURV.	0053-1160-0000		5S2	
	19-161489										
023689	19-161488	828 W 55TH ST		LOS ANGELES	P	1909	HIST.SURV.	0053-1144-0000		5S2	
	19 169711										
023705	19-161487	853 W 55TH ST		LOS ANGELES	P	1911	HIST.SURV.	0053-1161-0000		5S2	
	19-169727										
023690	19-161486	854 W 55TH ST		LOS ANGELES	P	1909	HIST.SURV.	0053-1145-0000		5S2	
	19-169712										
023691	19-161485	860 W 55TH ST		LOS ANGELES	P	1909	HIST.SURV.	0053-1146-0000		5S2	
	19-169713										
023692	19-161484	920 W 55TH ST		LOS ANGELES	P	1909	HIST.SURV.	0053-1147-0000		5S2	
	19-169714										
023693	19-161483	928 W 55TH ST		LOS ANGELES	P	1909	HIST.SURV.	0053-1148-0000		5S2	
	19-169715										
023694	19-161482	932 W 55TH ST		LOS ANGELES	P	1909	HIST.SURV.	0053-1149-0000		5S2	
	19-169716										
023706	19-169728	1025 W 55TH ST		LOS ANGELES	P	1911	HIST.SURV.	0053-1162-0000		5S2	
	19-161418										
023695	19-169717	1028 W 55TH ST		LOS ANGELES	P	1913	HIST.SURV.	0053-1150-0000		5S2	
	19-161417										
023696	19-161416	1040 W 55TH ST		LOS ANGELES	P	1919	HIST.SURV.	0053-1152-0000		5S2	
	19-169718										
023707	19-161415	1041 W 55TH ST		LOS ANGELES	P	1911	HIST.SURV.	0053-1163-0000		5S2	
	19-169729										
023697	19-169719	1044 W 55TH ST		LOS ANGELES	P	1911	HIST.SURV.	0053-1153-0000		5S2	
	19-161414										
023708	19-161413	1045 W 55TH ST		LOS ANGELES	P	1911	HIST.SURV.	0053-1164-0000		5S2	
	19-169730										
023698	19-161412	1048 W 55TH ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1154-0000		5S2	
	19-169720										
023709	19-161411	1053 W 55TH ST		LOS ANGELES	P	1912	HIST.SURV.	0053-1165-0000		5S2	
	19-169731										
023710	19-161410	1063 W 55TH ST		LOS ANGELES	P	1927	HIST.SURV.	0053-1166-0000		5S2	
	19-169732										
023699	19-169721	1100 W 55TH ST		LOS ANGELES	P	1911	HIST.SURV.	0053-1155-0000		5S2	
	19- 161409										
067085	19-173655	1100 W 55TH ST		LOS ANGELES	U		PROJ.REVW.	HUD900117B	02/09/90	6Y	
023700	19.169722	1114 W 55TH ST		LOS ANGELES	P	1912	HIST.SURV.	0053-1156-0000		5S2	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
	19-161171										
023748	19-169770	834 W 59TH ST		LOS ANGELES	P	1911	HIST.SURV.	0053-1204-0000		5S2	
	19-161170										
023745	19-169767	841 W 59TH ST		LOS ANGELES	P	1898	HIST.SURV.	0053-1201-0000		5S2	
	19-161169										
153056		1629 W 59TH ST		LOS ANGELES		1922	PROJ.REVW.	HUD050404N	04/19/05	6U	
145978		3831 W 59TH ST		LOS ANGELES		1923	HIST.RES.	DOE-19-03-0417-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
027300	19-173232	100 W 5TH ST	HOTEL ROSSLYN ANNEX	LOS ANGELES	P	1913	HIST.SURV.	0053-4596-0000		3S	
027299	19-173231	125 W 5TH ST	NEW HOTEL ROSSLYN	LOS ANGELES	P	1913	HIST.SURV.	0053-4595-0000		3S	
020975	19-167040	131 W 5TH ST	ROWAN BUILDING	LOS ANGELES	P	1910	TAX.CERT.	537.9-19-0265	12/17/01	2D3	
							HIST.RES.	NPS-00000387-0032	04/21/00	1D	AC
							TAX. (NPS)	031083CA	11/02/83	2D3	
							HIST.RES.	NPS-79000489-0018	08/10/79	1D	
							HIST.SURV.	0053-0158-0000		3S	
020905	19-166979	210 W 5TH ST	ALEXANDRIA HOTEL	LOS ANGELES	P	1906	HIST.RES.	NPS-00000387-0029	04/21/00	1D	AC
							HIST.RES.	NPS-79000489-0011	08/10/79	1D	
							HIST.SURV.	0053-0034-0000		7N	
020821	19-166900	315 W 5TH ST	METROPOLITAN BUILDING	LOS ANGELES	P	1913	TAX.CERT.	537.9-19-0340	07/12/05	2D3	AC
							HIST.RES.	NPS-02000330-0054	04/12/02	1D	AC
							TAX.CERT.	537.9-19-0272	02/05/02	7N	
							HIST.RES.	DOE-19-98-0239-0033	12/08/98	2D2	AC
							PROJ.REVW.	FHWA981110A	12/08/98	2D2	AC
							HIST.RES.	NPS-79000484-0057	05/09/79	1D	
027135	19-173090	326 W 5TH ST		LOS ANGELES	P	1897	HIST.RES.	DOE-19-79-0025-0000	03/28/79	2S2	
							PROJ.REVW.	UMTA781024A	03/28/79	2S2	
							HIST.SURV.	0053-4449-0000		7	
024959	19-170976	401 W 5TH ST	TITLE GUARANTEE BUILDING	LOS ANGELES	P	1929	TAX.CERT.	537.9-19-0319	06/24/03	7J	
							TAX.CERT.	537.9-19-0318		7J	
							HIST.RES.	NPS-84000891-0000	07/26/84	1S	C
							HIST.RES.	DOE-19-79-0016-0000	03/28/79	2S2	C
							PROJ.REVW.	UMTA781024A	10/24/78	2S2	C
							HIST.SURV.	0053-2349-0000		3S	
027139	19-173093	415 W 5TH ST	WELLS FARGO BANK	LOS ANGELES	P	1931	HIST.RES.	DOE-19-79-0026-0000	03/28/79	2S2	C
							PROJ.REVW.	UMTA781024A	03/28/79	2S2	C
							HIST.SURV.	0053-4453-0000		7	
020764	19-166843	427 W 5TH ST	PHILHARMONIC AUDITORIUM	LOS ANGELES	P	1906	HIST.RES.	DOE-19-79-0024-0000	03/28/79	2S	C
							PROJ.REVW.	UMTA781024A	03/28/79	2S	C
							HIST.SURV.	0053-0036-0000		7N	
							HIST.SURV.	0053-4448-0000		7N	
027141	19-173094	501 W 5TH ST	AUDITORIUM HHOTEL, SAN CARLOS HOTE	LOS ANGELES	P	1910	HIST.SURV.	0053-4455-0000		7	
027183	19-173119	525 W 5TH ST	BUXTNIRE GARAGE/GRAND CENTRAL GARA	LOS ANGELES	P	1921	HIST.SURV.	0053-4497-0000		7	
020977	19-167042	601 W 5TH ST	EDISON BLDG	LOS ANGELES	P	1929	HIST.SURV.	0053-4458-0000	06/01/78	7K	
							HIST.RES.	DOE-19-79-0010-0000	03/28/79	2S2	C
							PROJ.REVW.	UMTA781024A	10/24/78	2S2	C
							HIST.SURV.	0053-0160-0000	01/01/79	3S	
027145	19-173097	623 W 5TH ST	WESTONIA APARTMENTS, ENGSTROM APAR	LOS ANGELES	P	1911	HIST.SURV.	0053-4459-0000		7	
000003	19-166803	630 W 5TH ST	LOS ANGELES CENTRAL LIBRARY	LOS ANGELES	M	1924	TAX.CERT.	537.9-19-0166	12/03/85	2S3	
							HIST.SURV.	0053-4457-0000		3S	
							HIST.RES.	NPS-70000136-0000	12/18/70	1S	C
							HIST.SURV.	0053 0239-0000		1S	
							ST.FND.PRG	619.0-84-HP-19 047		1	
075010	19-174227	653 W 5TH ST		LOS ANGELES	U	1922	PROJ.REVW.	HUD920210B	03/11/92	6Y	
116419		1116 W 60TH PL		LOS ANGELES	P	1921	HIST.RES.	DOE-19-96-0319-0000	11/29/96	6U	
							PROJ.REVW.	HUD970203Z	11/29/96	6U	
150098		1424 W 60TH PL		LOS ANGELES		1922	HIST.RES.	DOE-19-04-0213-0000	09/30/04	6U	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							HIST.SURV.	0053-1193-0000		5S2	
094113	19-175026	853 W 57TH ST		LOS ANGELES	P	1924	PROJ.REVW.	HUD941103A	12/29/94	6Y	
023738	19-161478	857 W 57TH ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1194-0000		5S2	
	19-169760										
023729	19-161479	900 W 57TH ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1185-0000		5S2	
	19-169751										
023739	19-169761	909 W 57TH ST		LOS ANGELES	P	1912	HIST.SURV.	0053-1195-0000		5S2	
	19-161480										
023740	19-161481	921 W 57TH ST		LOS ANGELES	P	1909	HIST.SURV.	0053-1196-0000		5S2	
	19-169762										
097906	19-175342	943 W 57TH ST	NATIVITY ELEMENTARY SCHOOL	LOS ANGELES	P		HIST.RES.	DOE-19-94-0234-0000	08/01/94	6Y	
							PROJ.REVW.	HRG9402022	08/01/94	6Y	
023730	19-169752	1038 W 57TH ST		LOS ANGELES	P	1928	HIST.SURV.	0053-1186-0000		5S2	
	19-161432										
023731	19-169753	1046 W 57TH ST		LOS ANGELES	P	1931	HIST.SURV.	0053-1187-0000		5S2	
	19-161431										
023732	19-169754	1050 W 57TH ST		LOS ANGELES	P	1931	HIST.SURV.	0053-1188-0000		592	
	19-161430										
023741	19-169763	1061 W 57TH ST		LOS ANGELES	P	1929	HIST.SURV.	0053 1197 0000		5S2	
	19- 161429										
023733	19 161428	1112 W 57TH ST		LOS ANGELES	P	1924	HIST.SURV.	0053-1189-0000		592	
	19-169755										
023734	19-161427	1144 W 57TH ST		LOS ANGELES	P	1939	HIST.SURV.	0053-1190-0000		5S2	
	19-169756										
082409	19-174497	1315 W 57TH ST		LOS ANGELES	P	1925	PROJ.REVW.	HUD930505C	06/17/93	6Y	
127601		1357 W 57TH ST		LOS ANGELES		1939	HIST.RES.	DOE-19-01-0149-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
099925	19-175942	1509 W 57TH ST		LOS ANGELES	P	1911	PROJ.REVW.	HUD951212D	01/04/96	6Y	
145977		1633 W 57TH ST		LOS ANGELES		1922	HIST.RES.	DOE-19-03-0416-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
101366	19-176388	1714 W 57TH ST		LOS ANGELES	P	1922	PROJ.REVW.	HUD960207E	03/20/96	6Y	
116418		3749 W 58TH PL		LOS ANGELES	P	1929	HIST.RES.	DOE-19-96-0318-0000	08/27/96	6U	
							PROJ.REVW.	HUD970203Z	08/27/96	6U	
131231		1335 W 58TH ST		LOS ANGELES		1938	HIST.RES.	DOE-19 02-0276 0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
116302		1541 W 58TH ST		LOS ANGELES	P	1911	HIST.RES.	DOE 19-96-0216-0000	03/13/96	6U	
							PROJ.REVW.	HUD960801E	03/13/96	6U	
127667		1733 W 58TH ST		LOS ANGELES		1924	HIST.RES.	DOE 19-00-0368-0000	02/19/01	6Y	
							PROJ.REVW.	1400010227G	02/19/01	6Y	
023746	19-161176	822 W 59TH PL		LOS ANGELES	P	1910	HIST.SURV.	0053-1202-0000		5S2	
	19-169768										
116303		843 W 59TH PL		LOS ANGELES	P	1922	HIST.RES.	DOE-19-96-0217-0000	05/07/96	6U	
							PROJ.REVW.	J1D960801E	05/07/96	6U	
089207	19-174889	948 W 59TH PL		LOS ANGELES	P	1913	PROJ.REVW.	HUD940321L	04/27/94	6Y	
102135	19-176419	1631 W 59TH PL		LOS ANGELES	P	1922	PROJ.REVW.	HUD960315F	05/01/96	6Y	
100325	19-175981	3537 W 59TH PL		LOS ANGELES	P	1924	HIST.RES.	DOE-19-95-0098-0000	04/05/95	6Y	
							PROJ.REVW.	HRG9402022	04/05/95	6Y	
023742	19-169764	814 W 59TH ST		LOS ANGELES	P	1908	HIST.RES.	DOE-19-95-0351-0000	08/23/95	6U	
	19-169764						PROJ.REVW.	HUD950823W	08/23/95	6U	
							HI ST.SURV.	0053-1198-0000		5S2	
023743	19 169765	818 W 59TH ST		LOS ANGELES	P	1913	HIST.SURV.	0053-1199-0000		5S2	
	19-161173										
023744	19-161172	822 W 59TH ST		LOS ANGELES	P	1912	HIST.SURV.	0053 1200-0000		5S2	
	19-169766										
023747	19-169769	830 W 59TH ST		LOS ANGELES	P	1908	HIST.SURV.	0053-1203-0000		5S2	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							HIST.RES.	NPS-87001017-0000	05/19/87	1S	AC
082809	19-174501	1103 W 64TH ST		LOS ANGELES	P	1930	PROJ.REVW.	HUD930608B	07/15/93	6Y	
125127		1130 W 64TH ST		LOS ANGELES	Y	1926	HIST.RES.	DOE-19-98-0319-0000	02/02/98	6Y	
							PROJ.REVW.	HUD980202K	02/02/98	6Y	
097908	19-175344	2016 W 64TH ST		LOS ANGELES	U	1909	HIST.RES.	DOE-19-94-0235-0000	08/08/94	6Y	
							PROJ.REVW.	HRG940202Z	08/08/94	6Y	
123792		3649 W 64TH ST		LOS ANGELES	U	1936	HIST.RES.	DOE-19-00-0028-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
145980		3907 W 64TH ST		LOS ANGELES		1925	HIST.RES.	DOE-19-03-0419-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
153058		4121 W 64TH ST		LOS ANGELES		1937	PROJ.REVW.	HUD050404N	04/19/05	6U	
127602		1426 W 65TH PL		LOS ANGELES		1939	HIST.RES.	DOE-19-01-0150-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
131233		1943 W 65TH PL		LOS ANGELES		1926	HIST.RES.	DOE-19-02-0278-0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
154188		1213 W 65TH ST		LOS ANGELES		1923	PROJ.REVW.	HUD040202L	02/02/04	6U	
150100		1345 W 65TH ST		LOS ANGELES		1925	HIST.RES.	DOE-19--04-0214-0000	09/30/04	6U	
							PROJ.REVW.	HUD041006D	09/30/04	6U	
150101		1352 W 65TH ST		LOS ANGELES		1938	HIST.RES.	DOE-19-04-0215-0000	09/30/04	6U	
							PROJ.REVW.	HUD041006D	09/30/04	6U	
088035	19-174871	234 W 66TH ST		LOS ANGELES	P	1913	PROJ.REVW.	HUD940125I	03/03/94	6Y	
088033	19-174870	240 W 66TH ST		LOS ANGELES	P	1913	PROJ.REVW.	HUD940125G	03/03/94	6Y	
153059		1204 W 66TH ST		LOS ANGELES		1923	PROJ.REVW.	HUD050404N	04/19/05	6U	
153060		1623 W 66TH ST		LOS ANGELES		1924	PROJ.REVW.	HUD050404N	04/19/05	6U	
150102		1712 W 66TH ST		LOS ANGELES		1924	HIST.RES.	DOE-19-04-0216-0000	09/30/04	6U	
							PROJ.REVW.	HUD041006D	09/30/04	6U	
145981		1245 W 67TH ST		LOS ANGELES		1922	HIST.RES.	DOE-19-03-0420-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
153061		1343 W 67TH ST		LOS ANGELES		1925	PROJ.REVW.	HUD050404N	04/19/05	6U	
150103		1712 W 67TH ST		LOS ANGELES		1923	HIST.RES.	DOE-19-04-0217-0000	09/30/04	6U	
							PROJ.REVW.	HUD041006D	09/30/04	6U	
131234		1928 W 67TH ST		LOS ANGELES		1928	HIST.RES.	DOE-19-02-0279 0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
116420		2047 W 67TH ST		LOS ANGELES	P	1926	HIST.RES.	DOE 19 03-0421-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103C	01/31/03	6U	
							HIST.RES.	DOE-19-96-0320-0000	08/27/96	6U	
153062		1419 W 68TH ST		LOS ANGELES		1922	PROJ.REVW.	HUD970203Z	08/27/96	6U	
099926	19-175943	1427 W 68TH ST		LOS ANGELES		1922	PROJ.REVW.	HUD050404N	04/19/05	6U	
100326	19-175982	155 W 69TH ST	BETHUNE JUNIOR HIGH SCHOOL	LOS ANGELES	P	1922	PROJ.REVW.	HUD951212E	01/04/96	6Y	
					D	1925	HIST.RES.	DOE-19-95-0099-0000	03/21/95	6Y	
150104		1731 W 69TH ST		LOS ANGELES		1924	PROJ.REVW.	HRG940202Z	03/21/95	6Y	
							HIST.RES.	DOE-19-04-0218-0000	09/30/04	6U	
020903	19-166978	W 6TH ST	PACIFIC SOUTHWEST BANK	LOS ANGELES	P	1910	PROJ.REVW.	HUD041006D	09/30/04	6U	
							HIST.RES.	NPS-00000387-0028	04/21/00	1D	AC
							HIST.RES.	NPS-79000489-0007	08/10/79	1D	
020824	19-166903	217 W 6TH ST	THE CHOCOLATE SHOP, FINNEY'S CAFET	LOS ANGELES	P	1904	HIST.SURV.	0053-0098-0015	09/01/76	3D	
							HIST.RES.	NPS-79000484-0016	05/09/79	1D	
020834	19-166912	315 W 6TH ST	WOOD BROTHERS BLDG	LOS ANGELES	U	1922	HIST.SURV.	0053-0052-0045	09/01/76	7N	
112170		345 W 6TH ST		LOS ANGELES	U		HIST.RES.	NPS-79000484-0055	05/09/79	1D	AC
							HIST.RES.	DOE-19-97-0012-0021	04/28/97	2D2	A
112171		353 W 6TH ST		LOS ANGELES	U		PROJ.REVW.	HUD970423A	04/28/97	2D2	A
							HIST.RES.	DOE-19-97-0012 0022	04/28/97	2D2	A
							PROJ.REVW.	HUD970423A	04/28/97	2D2	A
066220	19-173580	381 W 6TH ST	SAN PEDRO COMMERCIAL REVITALIZATIO	LOS ANGELES	U		PROJ.REVW.	HUD890914F	02/07/90	6Y	
066213	19-173573	390 W 6TH ST	S PEDRO	LOS ANGELES	U		PROJ.REVW.	HUD890914F	02/08/90	6Y	

PROPERTY-NUMBER	PRIMARY #	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE NUMBER	STAT DAT	NRS	CRIT
							PROJ.REVW.	HUD041006D	09/30/04	6U	
074224	19-174132	1437 W 60TH PL		LOS ANGELES	U	1921	PROJ.REVW.	HUD911209C	01/02/92	6Y	
072820	19-174027	323 W 60TH ST		LOS ANGELES	U	1911	PROJ.REVW.	HUD910618B	07/12/91	6Y	
088786	19-174880	333 W 60TH ST		LOS ANGELES	P	1912	PROJ.REVW.	HUD940223X	03/28/94	6Y	
097022	19-175199	615 W 60TH ST		LOS ANGELES	P	1912	PROJ.REVW.	HUD950630AK	07/20/95	6Y	
023756	19-169778	815 W 60TH ST		LOS ANGELES	P	1913	HIST.SURV.	0053-1212-0000		5S2	
	19-161200										
023749	19-161202	818 W 60TH ST		LOS ANGELES	P	1895	HIST.SURV.	0053-1205-0000		5S2	
	19-169771										
023757	19-169779	819 W 60TH ST		LOS ANGELES	P	1909	HIST.SURV.	0053-1213-0000		5S2	
	19-161201										
023750	19-169772	826 W 60TH ST		LOS ANGELES	P	1890	HIST.SURV.	0053-1206-0000		5S2	
	19-161203										
023758	19-161204	835 W 60TH ST		LOS ANGELES	P	1912	HIST.SURV.	0053-1214-0000		5S2	
	19-169780										
023759	19-169781	901 W 60TH ST		LOS ANGELES	P	1907	HIST.SURV.	0053-1215-0000		SS2	
	19-161206										
074308	19-174160	915 W 60TH ST		LOS ANGELES	U	1913	PROJ.REVW.	HUD911231B	01/15/92	6Y	
023760	19-169782	943 W 60TH ST		LOS ANGELES	P	1900	HIST.SURV.	0053 1216-0000		5S2	
	19-161205										
023751	19-169773	1012 W 60TH ST		LOS ANGELES	P	1923	HIST.SURV.	0053-1207-0000		5S2	
	19-161152										
023752	19-169774	1018 W 60TH ST		LOS ANGELES	P	1922	HIST.SURV.	0053-1208-0000		5S2	
	19-161153										
023753	19-169775	1022 W 60TH ST		LOS ANGELES	P	1922	HIST.SURV.	0053-1209-0000		5S2	
	19-161154										
023754	19-169776	1028 W 60TH ST		LOS ANGELES	P	1922	HIST.SURV.	0053-1210-0000		5S2	
	19-161155										
023762	19-169784	1029 W 60TH ST		LOS ANGELES	P	1922	HIST.SURV.	0053-1218-0000		5S2	
023755	19-169777	1050 W 60TH ST		LOS ANGELES	P	1923	HIST.SURV.	0053-1211-0000		5S2	
	19-161156										
023761	19-169783	1152 W 60TH ST		LOS ANGELES	P	1928	HIST.SURV.	0053-1217-0000		5S2	
131232		3843 W 60TH ST		LOS ANGELES		1924	HIST.RES.	DOE-19-02-0277 0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
074404	19-174175	608 W 61ST ST		LOS ANGELES	U	0	PROJ.REVW.	HUD920127B	02/19/92	6Y	
145979		700 W 61ST ST		LOS ANGELES		1920	HIST.RES.	DOE-19-03-0418-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
023765	19-161207	927 W 61ST ST		LOS ANGELES	U	1939	HIST.SURV.	0053-1221-0000		3S	
	19-169787										
023763	19-169785	1070 W 61ST ST		LOS ANGELES	P	1921	HIST.SURV.	0053-1219-0000		5S2	
	19-161157										
023764	19-169786	1102 W 61ST ST		LOS ANGELES	P	1921	HIST.SURV.	0053-1220-0000		5S2	
	19-161158										
023766	19-161159	1129 W 61ST ST		LOS ANGELES	P	1916	HIST.SURV.	0053-1222-0000		5S2	
	19-169788										
087623	19-174863	841 W 62ND PL		LOS ANGELES	P	1911	PROJ.REVW.	HUD940121A	02/18/94	6Y	
077006	19-174271	222 W 62ND ST		LOS ANGELES	U	1908	PROJ.REVW.	HUD920505C	05/28/92	6Y	
089903	19-174904	712 W 62ND ST		LOS ANGELES	P	1925	PROJ.REVW.	HUD940531N	07/11/94	6Y	
105497	19-176460	840 W 62ND ST		LOS ANGELES	P	1923	PROJ.REVW.	HUD950724M	08/04/96	6Y	
023767	19-169789	1017 W 62ND ST		LOS ANGELES	P	1890	HIST.SURV.	0053-1223-0000		3S	
023768	19-161162	1137 W 62ND ST		LOS ANGELES	P	1919	HIST.SURV.	0053-1224-0000		5S2	
	19-169790										
097019	19-175197	4420 W 62ND ST		LOS ANGELES	P	1939	PROJ.REVW.	HUD950630AI	07/20/95	6Y	
080845	19-174435	826 W 64TH ST		LOS ANGELES	U		PROJ.REVW.	HUD930315A	04/22/93	6Y	
★ 021262	19-167300	1005 W 64TH ST	JOHN MUIR BRANCH LIBRARY	LOS ANGELES	M	1927	HIST.RES.	DOE-19-94-0350-0000	08/08/94	2S2	AC
							PROJ.REVW.	HRG940202Z	09/30/94	2S2	AC

D = Special District
U = Unknown
S = State
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	YR-C	C	#PR	OTHREG	CHL#	PROP-#	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
327 5TH AVE		LOS ANGELES	P	1923	B					HIST.SURV.	0053-1019-0000		5S	
345 5TH AVE		LOS ANGELES	P	1906	B					HIST.SURV.	0053-1020-0000		6	
709 5TH AVE		LOS ANGELES	P	1916	B					HIST.SURV.	0053-1021-0000		5S	
715 5TH AVE	JOHN H JOHNSON	LOS ANGELES	P	1905	B					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

OFFICE OF HISTORIC PRESERVATION • • • Directory of Properties in the Historic Property Data File for LOS ANGELES County. Page 545 06-16-06

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							HIST.SURV.	0053-2257-0000		3S	
065241	19-173476	1239 W DOWNEY RD	RESIDENCE	LOS ANGELES	U		PROJ.REVW.		10/28/77	2S	
025306	19-171297	1030 W EDGEWARE RD		LOS ANGELES	U		PROJ.REVW.	HUD870622R	07/14/87	6Y	
025221	19-171212	1033 W EDGEWARE RD		LOS ANGELES	P		HIST.SURV.	0053-2701-0000		?	
025220	19-171211	1039 W EDGEWARE RD		LOS ANGELES	P		HIST.SURV.	0053-2616-0000		?	
025305	19-171296	1040 W EDGEWARE RD		LOS ANGELES	P		HIST.SURV.	0053-2615-0000		?	
025304	19-171295	1044 W EDGEWARE RD		LOS ANGELES	P		HIST.SURV.	0053-2700-0000		?	
025303	19-171294	1050 W EDGEWARE RD		LOS ANGELES	P		HIST.SURV.	0053-2699-0000		?	
025302	19-171293	1054 W EDGEWARE RD		LOS ANGELES	P		HIST.SURV.	0053-2698-0000		?	
025301	19-171292	1058 W EDGEWARE RD		LOS ANGELES	P		HIST.SURV.	0053-2697-0000		?	
025300	19-171291	1062 W EDGEWARE RD		LOS ANGELES	P		HIST.SURV.	0053-2696-0000		?	
025299	19-171290	1072 W EDGEWARE RD		LOS ANGELES	P		HIST.SURV.	0053-2695-0000		?	
025298	19-171289	1110 W EDGEWARE RD		LOS ANGELES	P		HIST.SURV.	0053 2694.0000		?	
025243	19-171234	1129 W EDGEWARE RD		LOS ANGELES	P		HIST.SURV.	0053-2693-0000		?	
025297	19-171288	1136 W EDGEWARE RD		LOS ANGELES	P		HIST.SURV.	0053-2638-0000		?	
025296	19-171287	1144 W EDGEWARE RD		LOS ANGELES	P		HIST.SURV.	0053-2692-0000		?	
153024		717 W EL SEGUNDO BLVD		LOS ANGELES	P		HIST.SURV.	0053-2691-0000		?	
024033	19-170055	2123 W ELSINORE ST		LOS ANGELES		1955	PROJ.REVW.	HUD050404N	04/19/05	6U	
024034	19-170056	2128 W ELSINORE ST		LOS ANGELES	P	1898	HIST.SURV.	0053-1494-0000		5S2	
024035	19-170057	2129 W ELSINORE ST		LOS ANGELES	P	1913	HIST.SURV.	0053-1495-0000		5S2	
024036	19-170058	2135 W ELSINORE ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1496-0000		5S2	
024037	19-170059	2152 W ELSINORE ST		LOS ANGELES	P	1895	HIST.SURV.	0053-1497-0000		5S2	
024038	19-170060	2213 W ELSINORE ST		LOS ANGELES	P	1913	HIST.SURV.	0053-1498-0000		5S2	
150059		1345 W EMERALD DR		LOS ANGELES	P	1909	HIST.SURV.	0053-1499-0000		5S2	
						1920	HIST.RES.	DOE-19-04-0174-0000	09/30/04	6Y	
162087		344 W FLORENCE AVE	HOPE COMMUNITY REFORMED CHURCH				PROJ.REVW.	HUD041006D	09/30/04	6Y	
064945	19-173435	569 W FRASER AVE	RESIDENCE	LOS ANGELES	P	1928	PROJ.REVW.	F00060411C	05/03/06	6Y	
096983	19-175174	443 W GAGE AVE		LOS ANGELES	U		PROJ.REVW.	HUD860923C	10/07/86	6Y	
131115		522 W GAGE AVE		LOS ANGELES	P	1925	PROJ.REVW.	HUD950630I	07/20/95	6Y	
				LOS ANGELES		1909	HIST.RES.	DOE-19-02-0190-0000	04/02/02	6Y	
116236		708 W GAGE AVE					PROJ.REVW.	HUD020402AG	04/02/02	6Y	
				LOS ANGELES	P	1947	HIST.RES.	DOE-19-96-0157-0000	04/01/96	6U	
096984	19-175175	830 W GAGE AVE					PROJ.REVW.	HUD960801E	04/01/96	6U	
150061		1052 W GAGE AVE		LOS ANGELES	P	1910	PROJ.REVW.	HUD950630J	07/20/95	6Y	
				LOS ANGELES		1922	HIST.RES.	DOE-19-04-0176-0000	09/30/04	6Y	
154036		1301 W GAGE AVE					PROJ.REVW.	HUD041006D	09/30/04	6Y	
127517		734 W GARDENA BLVD		LOS ANGELES		1925	PROJ.REVW.	HUD040202L	02/02/04	6U	
				LOS ANGELES		1941	HIST.RES.	DOE-19-01-0063-0000	01/31/01	6Y	
127518		802 W GARDENA BLVD					PROJ.REVW.	HUD010201B	01/31/01	6Y	
				LOS ANGELES		1947	HIST.RES.	DOE-19-01-0064-0000	01/31/01	6Y	
120790		419 W HARRY BRIDGES AVE	419A, B, AND C WEST 1ST STREET, WE	LOS ANGELES	P	1918	PROJ.REVW.	HUD010201B	01/31/01	6Y	
137631		3008 W HYDE PARK	AMERICAN STEEL PRODUCTS	LOS ANGELES	P	1942	HIST.RES.	DOE-19-99-0209-0000	01/27/99	6Y	AC
							PROJ.REVW.	BUR981221A	01/27/99	6Y	AC
125146		201 W IMPERIAL HWY		LOS ANGELES	P	1942	HIST.RES.	DOE-19-02-1180-0000	12/05/02	6Y	
							PROJ.REVW.	FCC020829E	12/05/02	6Y	
083707	19 174563	1201 W IMPERIAL HWY		LOS ANGELES	Y	1939	HIST.RES.	DOE-19-98-0336-0000	08/03/98	6Y	
073727	19-174101	5701 W IMPERIAL HWY	HANGAR ONE, LOS ANGELES INTERNATIO	LOS ANGELES			PROJ.REVW.	HUD980803I	08/03/98	6Y	
				LOS ANGELES	Ü	1939	PROJ.REVW.	HUD900930C	09/30/90	6Y	
				LOS ANGELES	M	1929	HIST.SURV.	0053-4717-0000	07/30/92	1S	A
							NAT.REG.	19-0072	07/30/92	1S	A
020752	19-166834	5701 W IMPERIAL HWY	CURTIS FLYING SCHOOL, HANGER #1 BU				TAX.CERT.	537.9-19-0085	07/10/86	2D3	
159672		3360 W JAMES M WOOD BLVD		LOS ANGELES	M	1929	HIST.SURV.	0053-0024-0000		3S	
				LOS ANGELES	F		HIST.RES.	DOE-19-06-0001-0050	02/15/06	2D2	AC
020960	19-167025	655 W JEFFERSON BLVD	SHRINE AUDITORIUM / AL MALAIKAH AU				PROJ.REVW.	HUD060206J	02/15/06	2D2	AC
				LOS ANGELES	P	1925	TAX.CERT.	537.9-19-0207	12/31/96	7J	
							TAX.CERT.	537.9-19-0110	06/27/91	2S3	

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.

Appendix C Phase I Environmental Site Assessment

PRELIMINARY PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

SOUTH LOS ANGELES AREA NEW HIGH SCHOOL #3
BETWEEN MENLO AVENUE, SOUTH HOOVER STREET, WEST 59TH STREET AND WEST 60TH STREET, LOS ANGELES CA, 90044

PREPARED FOR:

LOS ANGELES UNIFIED SCHOOL DISTRICT
OFFICE OF ENVIRONMENTAL HEALTH AND SAFETY
1055 WEST 7TH STREET, 9TH FLOOR
LOS ANGELES, CALIFORNIA 90017

PREPARED BY:

EarthTech
A Tyco International Ltd. Company

EARTH TECH
300 OCEANGATE, SUITE 700
LONG BEACH, CALIFORNIA 90802

www.earthtech.com

OCTOBER 20, 2006

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TABLE OF CONTENTS

Page

FIGURES iii

TABLES iii

1.0 EXECUTIVE SUMMARY 1
- 1.1 CURRENT PROPERTY DESCRIPTION 1
- 1.2 HISTORICAL PROPERTY SUMMARY 1
- 1.3 FINDINGS AND RECOMMENDATIONS 2

2.0 INTRODUCTION 4
- 2.1 OBJECTIVE 4
- 2.2 SCOPE OF SERVICES 4
  - 2.2.1 Current Site Condition 4
  - 2.2.2 Records Review 5
- 2.4 SIGNIFICANT ASSUMPTIONS 6

3.0 PROPERTY DESCRIPTION 7
- 3.1 LOCATION AND LEGAL DESCRIPTION 7
- 3.2 DESCRIPTON OF SITE STRUCTURE(S) AND OTHER FEATURES 8
- 3.3 CURRENT USES OF THE PROPERTY 9
  - 3.3.1 Methodology 9
  - 3.3.2 Exterior Observations 9
- 3. CURRENT USES OF ADJOINING PROPERTIES 9
- 3.5 TOPOGRAPHIC SETTING 10
  - 3.5.1 Nearest Surface Water Body 10
  - 3.5.2 Nearest Location of Ecological Interest 10
- 3.6 REGIONAL GEOLOGY 10
  - 3.6.1 Nearest Special Study (Alquist-Priolo Act) Zone 11
  - 3.6.2 Potential for Liquefaction and Landslides 11
  - 3.6.3 Radon 11
- 3.7 REGIONAL HYDROGEOLOGY 11
  - 3.7.1 Groundwater Wells within a 1-Mile Radius of the Site 12
  - 3.7.2 Nearest Groundwater Production Well 13

4.0 HISTORICAL REVIEW 14
- 4.1 AERIAL PHOTOGRAPH AND MAP REVIEW 14
  - 4.1.1 Aerial Photograph Review 14
  - 4.1.2 Topographic Map Review 15
- 4.2 CITY DIRECTORY REVIEW 15
- 4.3 SANBORN MAP REVIEW 16
- 4.4 HISTORICAL USES AND OPERATIONS OF THE SITE 17
  - 4.4.1 Agricultural Use of the Site 17
  - 4.4.2 Site Use by the Federal Government 17
  - 4.4.3 Historical Landmarks on the Site 17
  - 4.4.4 Prior Assessment Records 17

5.0 REGULATORY AGENCY INQUIRIES 18
- 5.1 SITE PERMITS 18
  - 5.1.1 Current Site Permits 18
  - 5.1.2 Noncompliance and Permit Violations 18
  - 5.1.3 Site Listings with Regulatory Agencies 18
- 5.3 ADDITIONAL REGULATORY AGENCY RECORD SOURCES 23
  - 5.3.1 Munger Map Book 23
  - 5.3.2 California State Fire Marshall (CSFM), Pipeline Safety Division 23
  - 5.3.3 South Coast Air Quality Management District (SCAQMD) 23
  - 5.3.4 Los Angeles Regional Water Quality Control Board (LARWQCB) 23
  - 5.3.5 State of California, Department of Toxic Substances Control (DTSC) 23
  - 5.3.6 Los Angeles City Department of Public Works (LADPW) 24
  - 5.3.7 City of Los Angeles, Building and Safety Department (B&S) 24
  - 5.3.8 Los Angeles City Fire Department (LAFD) 24
  - 5.3.9 Sempra Energy 24
  - 5.3.10 Los Angeles County Public Health (LACPH) 24

6.0 SITE ISSUES 25
- 6.1 HAZARDOUS MATERIAL HANDLING 25
  - 6.1.1 Current Hazardous Materials Handling Practices 25
  - 6.1.2 Past Hazardous Material Handling Practices 25
  - 6.1.3 Current and Past On-Site Underground Storage Tanks 25
  - 6.1.4 Current and Past On-Site Aboveground Storage Tanks 25
- 6.2 SOLID AND HAZARDOUS WASTE HANDLING PRACTICES 25
  - 6.2.1 Waste Handling and Storage 25
  - 6.2.2 Subsurface Impacts to Soil and Groundwater 25
  - 6.2.3 Site Drainage and Storm Water Issues 26
  - 6.2.4 Asbestos and Lead-Based Paint (LBP) 26
  - 6.2.5 Polychlorinated Biphenyl (PCB) Containing Equipment 26
  - 6.2.6 Organochlorine Pesticides (OCPs) 26
  - 6.2.7 Odors Detected Indoors 26

7.0 ENVIRONMENTAL SCHOOL SITE SELECTION SCREENING CRITERIA CHECKLIST 27
- 7.1 HIGH VOLTAGE POWER TRANSMISSION LINES 27
- 7.2 RAILROADS 27
- 7.3 HAZARDOUS DISPOSAL SITES 27
- 7.4 GASOLINE OR SEWER PIPELINES 27
- 7.5 AIRPORTS 28
- 7.6 HIGH PRESSURE WATER PIPELINES, RESERVOIRS, WATER STORAGE TANKS 28
- 7.7 MAJOR ROADWAYS 28
- 7.8 GEOLOGIC SPECIAL STUDIES ZONE 28
- 7.9 FLOOD AND INUNDATION 29
- 7.10 BORDER ZONE PROPERTY 29

8.0 OFFSITE ISSUES 30
- 8.1 HAZARDOUS MATERIAL HANDLING THAT MAY IMPACT THE SITE 30
- 8.2 SOLID AND HAZARDOUS WASTE HANDLING PRACTICES THAT MAY IMPACT THE SITE 30
  - 8.2.1 Waste Handling and Storage 30
  - 8.2.2 Visible Signs of Releases and Spills on Adjacent Properties 30

9.0 FINDINGS AND RECOMMENDATIONS 31

10.0 LIMITATIONS AND EXCEPTIONS 33

10.1 NON-SCOPE CONSIDERATIONS 33
10.2 EXCEPTIONS 33
10.3 SPECIAL TERMS AND CONDITIONS 33
10.4 RELIANCE 34
11.0 LIST OF PREPARERS 35
12.0 REFERENCES 36
13.0 QUALIFICATIONS OF RESPONSIBLE ENVIRONMENTAL PROFESSIONALS 37

FIGURES

Figure 1: Site Location Map
Figure 2: Site Plan
Figure 3: Current Aerial Photograph

TABLES

Table 1: NPL Sites within 1 Mile 17
Table 2: CERCLIS Sites within ½ Mile 18
Table 3: TSDF/SWIS/SWAT Sites within ½ Mile 18
Table 4: CORRACTS Sites within One Mile 18
Table 5: CHMIRS Sites within One Mile 19
Table 6: RCRIS Generators Adjacent to the Site 19
Table 7: ENVIROSTOR (HWIS) Sites within One Mile 20
Table 8: LUST Sites within ½ Mile 20
Table 9: CORTESE Sites within One Mile 21

APPENDICES

APPENDIX A Environmental School Site Selection Screening Criteria Checklist
APPENDIX B Site Photographs
APPENDIX C Aerial Photographs
APPENDIX D Sanborn Maps
APPENDIX E Topographic Maps
APPENDIX F City Directories
APPENDIX G EDR Radius Map Report
APPENDIX H Records of Agency Contacts

1.0 EXECUTIVE SUMMARY

At the request of the Los Angeles Unified School District (LAUSD), Earth Tech, Inc. (Earth Tech) has performed a Phase I Environmental Site Assessment (ESA) in accordance with the Scope of Services attached in Section 2.0 and in general conformance with the scope and limitations of ASTM Standard Practice E1527-00. The Site includes residential parcels and commercial parcels located in Los Angeles, California 90044 (Figure 1). Any exceptions to, or deletions from, the ASTM Practice are described in Section 2.0 of this report.

1.1 CURRENT PROPERTY DESCRIPTION

The rectangular proposed school Site is approximately 9.4 acres in size including existing right-of-ways, residential and commercial parcels. The proposed South Los Angeles Area New High School #3 (Site) is bound by proposed South Los Angeles High School #3 Area A to the north, South Hoover Street to the east, west 60th Street to the south, and South Menlo Avenue to the west. West 59th Street and West 59th Place along with two alley ways traverse the Site east/west and one alley way traverses the Site north/south. To the north of the Site (north of W. 59th Street) are residential homes within the boundary of the proposed South Los Angeles High School No. 3 Area A; to the northwest is a retail center including a K-Mart (5850 S. Vermont Avenue); to the west and southwest are residential parcels; to the south are residential parcels and a church; and to the southeast, east, and northeast are residential parcels (Figure 2).

The Site is comprised primarily of single-family residential and with some commercial parcels located east of the north-south alley ways. The residential parcels have front yards, paved driveways, and alley access. One residential parcel (5925 S. Hoover Street) has been converted into a church, the "Christian Fellowship". The six commercial parcels located in the southeast portion of the Site include: Susie's Liquor (5953 S. Hoover Street), Avalon PDTS (5959 S. Hoover Street), Mr. Kool Radiator & Muffler Service (5975 S. Hoover Street) and three commercially-zoned parcels that are improved with residential structures (5965 and 5969 S. Hoover Street and 809-811 W. 60th Street).

1.2 HISTORICAL PROPERTY SUMMARY

The Site was first improved with residences around 1911 (according to County of Los Angeles Tax Assessor records).

By 1923 and through the present (2006), all adjacent and included streets were present in their current (2006) configuration and the parcels were improved with residences or commercial/retail structures (along Hoover).

Use of the commercial parcels over time has included:

- 5923 S. Hoover Street: Retail store, including a real estate office and beauty salon (1951 - 1976)
- 5925 S. Hoover Street: Retail store, including a barber shop and coffee store (1951 – 1992)
- 5927 S. Hoover Street: Dessert Manufacturing (1951) followed by retail/commercial uses, including an insurance agency and church (1956 - 2006)
- 5951 S. Hoover Street: Drug store (1923), typesetting (1951), sewing machine repair (1956 - 1960), record store (1964 – 1972) and office (1976)
- 5953 S. Hoover Street: Retail (1923), liquor store (1960 - 2006)

- 5955/57/59/61/63 S. Hoover Street: Multi-tenant retail (1923), Engineering Offices (1951), and Avalon Chemical Product Company (1956 – 1992), which appears to have included aluminum manufacturing and a machine shop
- 5965 S. Hoover Street: Joseph's TV Service (1964 -1992)
- 5975 S. Hoover Street: Auto painting, body & fender shop and radiator shop (1951 - 2006)

1.3 FINDINGS AND RECOMMENDATIONS

FINDINGS:

This assessment revealed the following "recognized environmental conditions" (as that term is defined in ASTM Standard Practice E1527-00) in connection with the Site**.**

ONSITE RECs

- Three pole-mounted electrical transformers are located in alleys within or adjacent to the boundaries of the Site. No evidence of a dielectric fluid releases were observed during the Site visit. The transformers could potentially have contained PCBs.
- Use of the commercial parcels along S. Hoover Street has included former typesetting, a former aluminum manufacturing and a machine shop, a former chemical product company, a former auto painting and body repair and current radiator repair/fabrication. There is a potential that the Site has been environmentally impacted from these former and current activities.

OFFSITE RECs

- A historical gasoline station was identified adjacent to the south of the Site, at the southwest corner of S. Hoover Street and W. 60th Street (6003 S. Hoover Street). There is a potential for migration of residual contaminants from this historical gasoline station to impact the Site.

Non-ASTM Issues:

- Due to their age, the buildings located on the Site may contain asbestos-containing materials (ACMs) and lead-based paint that may have impacted near surface and/or shallow subsurface soils.
- The results of DTSC studies indicate that it is likely that significant concentrations of organochlorine pesticides (OCP) residues may exist around structures with wood components built prior to 1989 and should be evaluated at school sites.

Safety Issues: The following safety issues were identified at the Site:

- *Major Roadways:* S. Vermont Avenue is located 630 feet east of the Site and W. Slauson Avenue is located 650 feet north of the site. Additionally, the I-110 Freeway is located 2,600 feet east of the Site. Source: Thomas Guide and site reconnaissance.
- *Railroad Right-of-Ways:* One railroad easement is located 1/8 mile (approximately 655 feet) north of the Site. The railroad tracks run from east to west on the north side of W. Slauson Avenue.
- *Electrical Power Lines:* Electrical power transmission lines were observed adjacent to the west (along S. Menlo Avenue) of the proposed school site. Earth Tech contacted the LADWP to obtain information on the voltage of these aboveground lines. LADWP identified these lines as 34.5 kV lines. A copy of correspondence and Response are included in Appendix H

- *Fault Zones:* Review of the Alquist-Priolo Special Studies Zone Map of the Inglewood, California USGS Quadrangle indicates three faults with Alquist-Priolo Special Studies Zones within five miles of the Site. Note that the identified fault zones are aligned in a southeast to northwest configuration, and do not appear to be trending towards or beneath the Site. The nearest Special Study Zone is located three miles south-southwest of the Site. A copy of the Special Study Zone Map has been included in Appendix H.
- *Liquefaction Zone:* The Property is located in Liquefaction Zone but is not located within a Landslide Zone (areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required), as indicated by the City of Los Angeles Department of City Planning.

RECOMMENDATIONS:

Based on these findings and conclusions, a Preliminary Environmental Assessment (PEA) be conducted at the Site to evaluate and investigate the identified RECs and to assess whether the subsurface conditions have been impacted.

2.0 INTRODUCTION

2.1 OBJECTIVE

The primary objective of the investigation was to identify historical and/or current activities that resulted in, or potentially could have resulted in, environmental impairment to the Site through the release of hazardous substances (including petroleum compounds) to soil or groundwater. These are referred to as recognized environmental conditions. The term recognized environmental conditions includes hazardous substances or petroleum products even under conditions in compliance with laws, but is not intended to include de minimis conditions that generally do not present a material risk of harm to the 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 (ASTM E1527-00).

A second objective was to acquire information regarding site screening issues that are of specific interest to the LAUSD in the selection of new school sites, including geologic hazards and the proximity of the Site to potentially hazardous activities (e.g., fuel pipelines, airports, railroads, high voltage power transmission lines, major roadways, etc.).

2.2 SCOPE OF SERVICES

Earth Tech has conducted this Phase I Environmental Site Assessment (ESA) in accordance with the ASTM's Standards on Environmental Site Assessments for Commercial Real Estate (ASTM E-1527-00) and Los Angeles Unified School District (LAUSD) requirements for school sites. The following subsection 2.2.1 through 2.2.3 detail the scope of services performed.

2.2.1 Current Site Condition

Earth Tech assessed the current site conditions by accomplishing the tasks described in the following sections. Appendix C contains photographs of the Site.

1. **Site Reconnaissance:** Earth Tech personnel conducted a site reconnaissance on August 21, 2006 to evaluate the current conditions of the Site. *The site reconnaissance was limited in that no onsite access to structures or private properties was permitted. All parcels including within the Site were observed from the Site's and adjacent public right-of-ways.* The following items were assessed:

- Current Use and Occupants
- Environmental Permits, Violations/Citations
- Hazardous Materials Use/Storage
- Hazardous Wastes Generation/Storage
- Underground and Aboveground Storage Tanks
- Sumps, Impoundments, Lagoons, Clarifiers
- Potential PCB containing materials (transformers, ballasts, etc.)
- Evidence of stains/spillage/distressed vegetation
- Potential Sensitive Ecological Receptors (i.e., wells, etc.)

2. **Adjoining Properties Review:** During the site reconnaissance, the Earth Tech site inspector visually evaluated surrounding properties for possible hazardous material contamination with respect to their potential impact to the Site. The adjacent property survey was limited to observations made from the Site and public property fronting the adjacent establishments. The vicinity reconnaissance was limited to adjacent properties.

2.2.2 Records Review

Earth Tech conducted the following record reviews:

1. **Standard Environmental Record Sources:** Earth Tech contracted Environmental Data Resources, Inc. (EDR) to conduct a database review of the following databases.

Database	ASTM Required?	Radius	Description
Federal Databases			
CERCLIS	Yes	½ mile	Comprehensive Environmental Response, Compensation, and Liability Information System
ERNS	Yes	Target Site	Emergency Response Notification System
NPL	Yes	1 mile	National Priorities List (Superfund)
RCRIS – Generators	Yes	Target/Adjacent	Resource Conservation and Recovery Information System
RCRIS – TSD	Yes	½ mile	RCRIS – Transfer, Storage, and Disposal Facilities
CORRACTS	Yes	¼ mile	Corrective Action Report
CONSENT	No	1 mile	Superfund (CERCLA) Consent Decrees
FINDS	No	Target Site	Facility Index System/Facility Identification Initiative Program Summary Report
HMIRS	No	Target Site	Hazardous Materials Incident Report System
MLTS	No	Target Site	Material Licensing Tracking System
NPL Liens	No	Target Site	Federal Superfund Liens
PADS	No	Target Site	PCB Activity Database
RAATS	No	Target Site	RCRA Administration Action Tracking System
ROD	No	1 mile	Records of Decision
TRIS	No	Target Site	Toxic Release Inventory System
TSCA	No	Target Site	Toxic Substances Control Act
MINES	No	¼ mile	Mines Master Index File
State/Local Databases			
BEP	Yes	1 mile	Bond Expenditure Plan (Former State Priority List Database)
CALSITES (AWP)	Yes	1 mile	Annual Workplan (State Priority List)
CALSITES (ASPIS)	Yes	1 mile	Calsites
CHMIRS	Yes	Target/Adjacent	California Hazardous Material Incident Report System
Cortese	Yes	1 mile	Cortese List
LUST	Yes	½ mile	Leaking Underground Storage Tank Information System
Notify 65	Yes	1 mile	Proposition 65
SWF/LF (SWIS)	Yes	½ mile	Solid Waste Information System
Toxic Pits	Yes	1 mile	Toxic Pits
UST	Yes	¼ mile	Hazardous Substance Storage Container Database
FID	Yes	¼ mile	Facility Inventory Database (USTs)
WMUDS/SWAT	Yes	½ mile	Waste Management Unit Database
AST	No	Target Site	Aboveground Petroleum Storage Tank Facilities
HAZNET	No	¼ mile	Hazardous Waste Information System
HMS	No	Target Site	Los Angeles County Street Number List
Site Mitigation List	No	Target Site	Los Angeles County Community Health Services

EDR Report Reference: The EDR Radius Map with GeoCheck®, dated August 8, 2006

2. **Additional Environmental Record Searches:** The following additional environmental records were researched by Earth Tech personnel:
   - **2003 Munger Map Book:** Map of oilfield activity in California
   - **Methane Zone:** City of Los Angeles Department of Planning to identify methane zones.
   - **Alquist-Priolo Fault Zone Review:** Reviewed Alquist-Priolo fault zone information available at the city of Los Angeles Planning Department
   - **Flood Zone:** Flood zone information as referenced in the EDR report.
   - **Physical Setting Review:** Earth Tech reviewed available geologic information to evaluate the topography, geology, and hydrogeology of the Site.
3. **Historical Use Review:** The following historical sources were reviewed to identify the historical use of the Site:
   - **Historical Aerial Photographs:** Digital copies were obtained through contract with EDR.
   - **Sanborn Fire Insurance Maps:** A search of Sanborn maps from the National Sanborn Collection was conducted under contract with EDR. Sanborn Maps with coverage of the Site were identified as provided in Appendix E.
   - **Historical USGS Topographic Maps:** Portions of the 7.5-minute sections of historical topographic maps covering the Site vicinity were obtained from EDR.
   - **City Directory Review:** Earth Tech conducted a city directory review for the Site area addresses at the Sherman Library in Corona del Mar, California.

2.4 SIGNIFICANT ASSUMPTIONS

The following significant assumptions were made in the execution of this Phase I ESA:

- LAUSD is conducting this Phase I ESA prior to consideration of acquiring the property for construction of a new high school.
- Topography was generally flat and groundwater flow could not be estimated by visual assessment.

3.0 PROPERTY DESCRIPTION

3.1 LOCATION AND LEGAL DESCRIPTION

The Site is located in Los Angeles, California 90044, in an area immediately west of S. Hoover Street, east of South Menlo Avenue, south of proposed South Los Angeles High School #3 Area A and north of W. 60th Street (Figure 2). The addresses and tax assessor parcel numbers of each parcel are summarized below.

Street Address	LA Tax Assessor Number	Zoning
814 W. 59th Street	6004-004-009	Residential (R2-1)
818 W. 59th Street	6004-004-010	Residential (R2-1)
822 W. 59th Street	6004-004-011	Residential (R2-1)
824, 826 W. 59th Street	6004-004-012	Residential (R2-1)
830 W. 59th Street	6004-004-013	Residential (R2-1)
836 W. 59th Street	6004-004-014	Residential (R2-1)
840 W. 59th Street	6004-004-015	Residential (R2-1)
842 W. 59th Street	6004-004-016	Residential (R2-1)
846 W. 59th Street	6004-004-017	Residential (R2-1)
850 W. 59th Street	6004-004-018	Residential (R2-1)
854 W. 59th Street	6004-004-019	Residential (R2-1)
858 W. 59th Street 5910 S. Menlo Avenue	6004-004-020	Residential (R2-1)
809, 811 W. 59th Place	6004-004-008	Residential (R2-1)
810 W. 59th Place	6004-008-007	Residential (R2-1)
814 W. 59th Place	6004-008-008	Residential (R2-1)
815 W. 59th Place	6004-004-032	Residential (R2-1)
817, 819, 121 W. 59th Place	6004-004-031	Residential (R2-1)
818 W. 59th Place	6004-008-009	Residential (R2-1)
822 W. 59th Place	6004-008-010	Residential (R2-1)
823 W. 59th Place	6004-004-030	Residential (R2-1)
826, 828 W. 59th Place	6004-008-011	Residential (R2-1)
827, 829, 829 ½ W. 59th Place	6004-004-029	Residential (R2-1)
830 W. 59th Place	6004-008-012	Residential (R2-1)
831 W. 59th Place	6004-004-028	Residential (R2-1)
834 W. 59th Place	6004-008-013	Residential (R2-1)
835, 837, 837 ½ W. 59th Place	6004-004-027	Residential (R2-1)
838 W. 59th Place	6004-008-014	Residential (R2-1)
839 W. 59th Place	6004-004-026	Residential (R2-1)
842 W. 59th Place	6004-008-015	Residential (R2-1)
843 W. 59th Place	6004-004-025	Residential (R2-1)
845, 845 ½, 847 W. 59th Place	6004-008-024	Residential (R2-1)
846 W. 59th Place	6004-008-016	Residential (R2-1)
851, 851 ½, 853, 853 ½ W. 59th Place	6004-008-023	Residential (R2-1)
854 W. 59th Place	6004-008-017	Residential (R2-1)
855 W. 59th Place	6004-004-035	Residential (R2-1)

Street Address	LA Tax Assessor Number	Zoning
858 W. 59th Place	6004-008-018	Residential (R2-1)
861, 863, 865 W. 59th Place	6004-004-034	Residential (R2-1)
809, 811 W. 60th Street	6004-008-006	Commercial (C2-IVL)
815, 815 ½ W. 60th Street	6004-008-030	Residential (R2-1)
819 W. 60th Street	6004-008-029	Residential (R2-1)
821, 823 W. 60th Street	6004-008-028	Residential (R2-1)
827 W. 60th Street	6004-008-027	Residential (R2-1)
831, 831 ½, 833, 833 ½ W. 60th Street	6004-008-026	Residential (R2-1)
835 W. 60th Street	6004-008-025	Residential (R2-1)
839 W. 60th Street	6004-008-024	Residential (R2-1)
843 W. 60th Street	6004-008-023	Residential (R2-1)
847 W. 60th Street	6004-008-022	Residential (R2-1)
851 W. 60th Street	6004-008-021	Residential (R2-1)
855 W. 60th Street	6004-008-020	Residential (R2-1)
5901 S. Hoover Street	6004-004-001	Residential (R2-1)
5905 S. Hoover Street	6004-004-002	Residential (R2-1)
5909 S. Hoover Street	6004-004-003	Residential (R2-1)
5913 S. Hoover Street	6004-004-004	Residential (R2-1)
5917, 5919 S. Hoover Street	6004-004-005	Residential (R2-1)
5921, 5923 S. Hoover Street	6004-004-006	Residential (R2-1)
5925, 5927 S. Hoover Street	6004-004-007	Residential (R2-1)
5951, 5953 S. Hoover Street 810 W. 59th Place	6004-008-001	Commercial (C2-IVL)
5955, 5957, 5959, 5961, 5963 S. Hoover Street	6004-008-002	Commercial (C2-IVL)
5965 S. Hoover Street	6004-008-003	Commercial (C2-IVL)
5969 S. Hoover Street	6004-008-004	Commercial (C2-IVL)
5975, 5977 S. Hoover Street	6004-008-005	Commercial (C2-IVL)
5972, 5974, 5976 S. Menlo Avenue	6005-008-019	Residential (R2-1)

3.2 DESCRIPTON OF SITE STRUCTURE(S) AND OTHER FEATURES

The rectangular shaped Site is approximately 9.4 acres in size including existing right-of-ways, residential and commercial parcels. The proposed South Los Angeles Area New High School #3 (Site) is bound by proposed South Los Angeles High School #3 Area A to the north, South Hoover Street to the east, west 60th Street to the south, and South Menlo Avenue to the west. West 59th Street and West 59th Place along with two alley ways traverse the Site east/west and one alley way traverses the Site north/south. To the north of the Site (north of W. 59th Street) are residential homes within the boundary of the proposed South Los Angeles High School No. 3 Area A; to the northwest is a retail center including a K-Mart (5850 S. Vermont Avenue); to the west and southwest are residential parcels; to the south are residential parcels and a church; and to the southeast, east, and northeast are residential parcels (Figure 2).

The Site is comprised primarily of single-family residential and with some commercial parcels. The residential parcels have front yards, paved driveways, and alley access. One residential parcel (5925 S. Hoover Street) has been converted into a church, the "Christian Fellowship". The six commercial parcels located in the southeast portion of the Site include: Susie's Liquor (5953 S. Hoover Street), Avalon PDTS

(5959 S. Hoover Street), Mr. Kool Radiator & Muffler Service (5975 S. Hoover Street) and three commercially-zoned parcels that are improved with residential structures (5965 and 5969 S. Hoover Street and 809-811 W. 60th Street).

3.3 CURRENT USES OF THE PROPERTY

3.3.1 Methodology

Site access was not available at the time of this Phase I investigation, so observations were made from adjacent properties and public right of ways.

3.3.2 Exterior Observations

Residential parcels: The single-family residence parcels comprise approximately 85% of the Site. The residential parcels currently improved with residences have front lawns, paved driveways, and access to the alleyways. One residential parcel (5925 S. Hoover Street) has been converted into a church, the "Christian Fellowship".

Commercial Parcels: The six commercial parcels located in the southeast portion of the Site include: Susie's Liquor (5953 S. Hoover Street), Avalon PDTS (5959 S. Hoover Street), Mr. Kool Radiator & Muffler Service (5975 S. Hoover Street) and three commercially-zoned parcels that are improved with residential structures (5965 and 5969 S. Hoover Street and 809-811 W. 60th Street).

3. CURRENT USES OF ADJOINING PROPERTIES

The Site area is surrounded as follows:

North:	Residential parcels within the proposed South Los Angeles Area New High School #3 Area A boundary
Northwest:	Intersection of W 59th Street and S. Menlo Avenue, followed by a retail center including K-mart (5850 S. Vermont Avenue).
West:	S. Menlo Avenue, followed by residential parcels.
Southwest:	Intersection of W. 60th Street and S. Menlo Avenue, followed by residential parcels.
South:	W. 60th Street, followed residential parcels and a radiator shop.
Southeast:	Intersection of W. 60th Street and S. Hoover Street, followed by residential parcels.
East:	S. Hoover Street, followed by residential parcels.
Northeast:	Intersection of W. 59th Street and S. Hoover Street, followed by residential parcels.

A PEA was conducted on South Los Angeles High School #3 Area A, located adjacent north to the Site, and former Area B located approximately 500 feet to the north of the Site. The results of the PEA recommended No Further Action with regards to Area A, with the exception of assessment for asbestos containing material, which may be present on existing site structures and lead-based paint residues in soil. In Area B, on the easternmost portion of the SLAHS#3, the PEA identified releases of gasoline and volatile organic compounds (VOCs) to soil at three parcels that required further assessment to delineate the extent of impacts. The site PEA was approved by the DTSC in a letter dated October 11, 2005. A Supplemental Site Investigation (SSI) report was prepared by Earth Tech which was submitted to DTSC on December 19, 2005, and subsequently approved by DTSC with further action for Area B on May 11, 2006. After further investigation, Area B has been removed from the proposed school configuration. A SSI Report detailing the findings at Area B will be submitted.

3.5 TOPOGRAPHIC SETTING

The Site is located within the U.S. Geological Survey, 7.5-Minute Topographic map Inglewood, California Quadrangle. The elevation of the Site is shown as approximately 145 feet above mean sea level (MSL). The Site vicinity is urban land use.

3.5.1 Nearest Surface Water Body

No surface water or water body is located within one mile radius of the Site. The nearest surface water body to the Site is the Los Angeles River, located approximately 4 miles northeast of the Site (Thomas Brothers map Guide, page 674, 2005). Stormwater flows from the Site to curb by sheet flow to adjacent streets and drains into the city-maintained storm sewer system. Due to restricted and limited access, the contaminant pathway from the Site to the river is considered incomplete.

3.5.2 Nearest Location of Ecological Interest

The majority of the Site is developed with residential homes and a large portion is paved. The Site does not support any vegetation or provide native wildlife or habitat. Due to the lack of native vegetation and wildlife habitat, ecologically sensitive species do not exist within one-mile radius of the Site. According to the Ballona Creek Reconnaissance (BCR) organization, the nearest ecological habitat to the Site is the Ballona Creek, a nine-mile-long flood control channel located approximately 6 miles to the west of the Site starting in Culver City and ending to the Pacific Ocean in Playa del Rey.

3.6 REGIONAL GEOLOGY

The Site is located in the north-central portion of the Los Angeles Basin, which lies in the peninsular Range Geomorphic Province of southern California (DWR, 1961). More specifically, the Site is on the western edge of the Montebello Plain along the south flank of the Repetto Hills. The Los Angeles Basin is an active structural depression that is bounded by the Santa Monica Mountains to the northwest, the Whittier Fault to the northeast, the San Joaquin Hills to the southeast, and the Newport-Inglewood Fault to the southwest.

Stratigraphically, the Los Angeles Basin is underlain by several hundred feet of unconsolidated Holocene alluvium, which locally consists of Los Angeles River floodplain and alluvial fan deposits of silt, sand, and gravel from the hills and mountain ranges to the north. Beneath the alluvial deposits are consolidated sedimentary strata of the Late Miocene Puente or Modelo Formations (M&A, 2003).

Subsurface investigations conducted at 5820 S. Figueroa Street (approximately 0.3 mile east-northeast from the Site) indicated the following profile in the uppermost 100 feet of the soil column: medium sand to 7.5 feet bgs; sand/silty sand to 52.5 feet bgs; clayey silt interbedded with fine to very fine sand lenses to 56.5 feet bgs; and a 10-foot thick gravel layer between 80-90 feet bgs (M&A, 2003).

3.6.1 Nearest Special Study (Alquist-Priolo Act) Zone

The Site **is not** located within a special fault-rupture hazard zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1994 according to the City of Los Angeles Department of City Planning (www.zimas.lacity.org).

Review of the Alquist-Priolo Special Studies Zone Map of the Inglewood, California USGS Quadrangle indicates five faults with Alquist-Priolo Special Studies Zones within five miles of the Site. The nearest Special Study Zone is located approximately three miles west and southwest of the Site. A copy of the Special Study Zone Map has been included in Appendix H.

3.6.2 Potential for Liquefaction and Landslides

The Property **is** located in Liquefaction Zone but **is not** located within a Landslide Zone (areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required), as indicated by the City of Los Angeles Department of City Planning.

According to the City of Los Angeles Department of City Planning, Parcel Profile Reports, no parcels are located within a methane zone or a methane buffer zone. The nearest methane zone and methane buffer zone are located 1.3 miles to the west of the Site (Citywide Methane Ordinance Map A-20960).

3.6.3 Radon

Earth Tech reviewed the results of the Radon Gas Study conducted by the EPA and the State of California. Of the 63 sites tested in Los Angeles County, 98% had less than 4 picoCuries per liter (pCi/L) of Radon activity (the US EPA recommended limit for no action), with an average activity of 0.711 pCi/L on the first floor. The Site area is located within EPA Radon Zone 2, which is an area with low risk of radon exposure. Radon accumulation does not appear to be a concern at the Site area.

3.6.4 Potential for Flooding

The Site is not located within a FEMA flood zone according to City of Los Angeles Parcel Profile Reports generated for the parcels located within the Site.

3.7 REGIONAL HYDROGEOLOGY

The Site is located on the border of the Los Angeles Forebay and Central Basin Pressure areas. The Los Angeles Forebay area typically extends in a fan-like pattern around the Los Angeles River. Locally, the uppermost lithologic units are 25 to 90 feet of Recent alluvium, 130 to 200 feet of upper Pleistocene Lakewood Formation, and 420 to 1,050 feet of lower Pleistocene San Pedro Formation. The Lakewood Formation includes the Exposition, Gardena, and Gage aquifers, which are composed of sand, sandy clay, clay, and gravel. The deeper San Pedro Formation includes the Hollydale, Jefferson, Lynwood, Silverado,

and Sunnyside aquifers. The Silverado aquifer, which is found throughout most of the Los Angeles Forebay area, is the most significant aquifer for public water supply. It is protected from surface contamination by overlying low permeability strata (M&A, 2003).

Drinking water in the vicinity of the Site is provided by the Los Angeles County Department of Water and Power (DWP), primarily from the California Aqueduct and the Colorado River Aqueduct. Records available from the Los Angeles County Department of Public Works Hydrologic Section) were reviewed to identify water supply wells within the vicinity of the Site. No water wells were located within a 1.0 mile radius from the Site. Based on M&A PEA Workplan, depth to groundwater at a Unocal Station (5820 Figueroa Street) located 0.3 miles east-northeast of Site, was estimated to be at approximately 100 feet bgs from measurements obtained in groundwater wells installed in early 1990's. However, two wells were located within a 2.0-mile radius from the Site wells 1441F and 2697G with reported depth to water at 291 feet and 166 feet bgs, respectively, the actual screen depth of production is likely much greater. During the PEA field investigation at South LAHS#3-Area B, located north of the Site, perched water was encountered in one sampling location (boring HSA-4 drilled on the V&A carwash facility) at approximately 65 feet bgs. A soil sample collected from the perched zone was non-detect for VOCs. Therefore, no impact exists to the perched water zone.

Local shallow groundwater flow direction is presumed to be in an east to southeast direction based on recent groundwater readings measured in three recently installed groundwater monitoring wells located approximately 0.1 miles north from the Site in the proposed South Los Angeles High School #3 Area B.

3.7.1 Groundwater Wells within a 1-Mile Radius of the Site

LACDPW Well Information:
Drinking water in the vicinity of the Site is provided by the Los Angeles Department of Water and Power, primarily from the California Aqueduct and the Colorado River Aqueduct. Records available from the Los Angeles County Department of Public Works (LACDPW, personal communication August 23, 2005) were reviewed to identify no groundwater wells are located within one mile of the Site.

Database Well Information:
No Federal USGS or Federal FRDS Water Supply groundwater wells were found within one mile radius of the Site as identified in the EDR Database Report, USGS National Water Inventory System.

Three groundwater wells were found within one mile radius of the Site as identified in the EDR Database Report, California Drinking Water Quality Database. These three wells are located in a cluster approximately ¾ mile southwest of the Property. The well names are recorded as Manhattan Well 01-A, Manhattan Well 03-A and Manhattan Well 04-A. All three wells are operated by the Los Angeles Department of Water and Power (LADWP). No groundwater depth information was provided in the database.

The Aquiflow Information System identified the following two wells within one mile of the Site that provide data on general groundwater direction and also provide past groundwater depths:

Site ID	Groundwater Flow Direction	Distance from Site	Water Depth (ft)	Date measured
900570061	Not Reported	½ mile ENE	8.37 – 12	08/07/1996
90044025	South	¾ mile SSE	13 – 23	01/11/1989

No screen interval information is available for these wells. Not enough hydrological data is provided in the EDR report to determine the local groundwater flow direction, but according to recent groundwater readings

measured in 3 wells located approximately 0.10 miles north from the Site in proposed South Los Angeles High School #3 Area B, the apparent groundwater flow direction may be to the east-southeast.

3.7.2 Nearest Groundwater Production Well

LACDPW Active Well Information
Drinking water in the vicinity of the Site is provided by the Los Angeles County Department of Water and Power (DWP), primarily from the California Aqueduct and the Colorado River Aqueduct. Records available from the Los Angeles County Department of Public Works Hydrologic Section were reviewed to identify water supply wells within the vicinity of the Site. No water wells were located within a 1.0 mile radius from the Site.

Database Active Well Information:
No information is provided on active wells in the EDR report.

4.0 HISTORICAL REVIEW

4.1 AERIAL PHOTOGRAPH AND MAP REVIEW

4.1.1 Aerial Photograph Review

Historical aerial photographs obtained from EDR, Inc. were reviewed. The following paragraphs summarize Earth Tech's findings (Appendix D).

1928 (Scale 1" = 500', Flyer: Fairchild) The Site appears to improved with residences, with the exception of flat-roofed, commercial-type buildings visible at the northwest and southwest corners of Hoover Street and 59th Place. All adjacent and intersection roadways are present in roughly their current (2006) configuration. Adjacent parcels appear to be improved with residential structures, with the exception of a probable gasoline station to the south, at the southwest corner of Hoover and 60th Street.

1938 (Scale 1" = 500', Flyer: Fairchild) The Site appears substantially as noted in the 1928 photograph, except a commercial structure is now visible onsite at the northwest corner of Hoover Street and 60th Street. Adjacent parcels appear substantially as noted in the 1928 photograph.

1947 (Scale 1" = 666', Flyer: Fairchild) The Site and adjacent land appears substantially as noted in the 1938 photograph, except the adjacent land to the northwest appears to be paved for parking associated with a retail center to the northwest.

1956 (Scale 1" = 400', Flyer: Fairchild) The Site and adjacent land appears substantially as noted in the 1947 photograph.

1965 (Scale: 1" = 480', Flyer: Teledyne) The Site and adjacent land appear substantially as noted in the 1956 aerial photograph.

1976 (Scale: 1" = 666', Flyer: Teledyne) The Site and adjacent land appear substantially as noted in the 1965 aerial photograph, except the gasoline station noted to the south in earlier years (at the southwest corner of Hoover Street and 60th Street) has been replaced with a larger rectangular structure (a church in the 2006 site reconnaissance).

1989 (Scale: 1" = 666', Flyer: USGS) The Site and adjacent land appear as noted in the 2006 site reconnaissance.

1994 (Scale: 1" = 666', Flyer: USGS) The Site and adjacent land appear as noted in the 2006 site reconnaissance.

2002 (Scale: 1" = 666', Flyer: USGS) The Site and adjacent land appear as noted in the 2006 site reconnaissance.

4.1.2 Topographic Map Review

1896 (Redondo Quadrangle; 1:62,500) The Site is shown as undeveloped land. S.Menlo Avenue, 59th Street, W.59th Place and W. 60th Street are not present at the Site boundaries. Hoover Street is present to the east, as well as a rail easement which runs parallel and east of Hoover Street. An Acheson Topeka and Santa Fe rail line is also present approximately 660 feet (1/8 mile) to the north of the Property, running parallel and on the north side of W. Slauson Avenue. Adjacent land is also shown to be undeveloped, with some scattered structures present to the east and south.

1937 (Watts Quadrangle; 1:24,000) The Site is shown to be improved with structures. All adjacent and intersecting streets and alleys are shown in roughly their current (2006) configuration. Adjacent parcels are shown to be improved with structures. No further detail is discernable.

1948 (Redondo Quadrangle; 1:50,000) The Site and adjacent land is shown to be within an urban area, no structure detail is displayed. The rail easement to the east of S. Hoover Street is still shown.

1964 (Inglewood Quadrangle; 1:24,000) The Site and adjacent land is shown to be within an urban area, no structure detail is displayed. The rail easement in S. Hoover Street is no longer shown.

1972 (Inglewood Quadrangle; 1:24,000) The Site and adjacent land appear as noted in the 1964 topographic map.

1981 (Inglewood Quadrangle; 1:24,000) The Site and adjacent land appear as noted in the 1972 topographic map.

4.2 CITY DIRECTORY REVIEW

Earth Tech reviewed city directories on file at the Sherman Library in Corona del Mar, California (Appendix F contains notes from Earth Tech's review). The Sherman Library had city directory coverage, sorted by street address, beginning in 1956 and ending in 1992. No city directory coverage of the Site vicinity was found at the Sherman Library before 1956 or after 1992. The following summarizes the results of the city directory review.

Street Address	Historical Tenants
W.59th Street Addresses	Residential Occupants
W. 59th Place Addresses	Residential Occupants
W. 60th Street Addresses	Residential Occupants
S. Menlo Avenue Addresses	Residential Occupants
5923 S. Hoover Street	Fred Harris Real Estate (1956) Willis Beauty Salon (1968 – 1976) Residential (1980 – 1992)
5925 S. Hoover Street	Community Barber Shop (1964 – 1968) NC Coffee Cup (1992)
5927 S. Hoover Street	McClain Insurance Agency (1956 – 1976) Prayer Holiness Church (1988 – 1992)

Street Address	Historical Tenants
5951 S. Hoover Street	Jack Fowler's Sewing Machine Repair (1956 – 1960) Lurline's Records (1964 – 1968) Smitty & Jossie's Record Store (1972) Washington Ministry (1976)
5953 S. Hoover Street	K & S Liquor (1956 – 1960) B-2 Liquor (1964 – 1968) R & S Liquor (1972) Steve's Liquor (1976) Mark's Liquor and Jr. Market (1980) Susie's Liquor (1984 – 1992)
5959 S. Hoover Street	Avalon Chemicals Product Company (1956 – 1992) Lewis Larson Company (1956 – 1980)
5965 S. Hoover Street	Residential Occupants and Joseph's TV Service (1964 – 1992)
5969 S. Hoover Street	Residential Occupants
5975 S. Hoover Street	Fifty Fifty Autoworks (1956) Ralph's Auto Works/Painting (1960 – 1984) Parnter's Body Shop (1988) Riley's Radiator Shop (1992)

Historical occupants of concern include the following:

- 5959 S. Hoover Street: Avalon Chemicals Product Company (1956 – 1992)
- 5975 S. Hoover Street: Various auto body/painting/repair shops from 1956 - 1992

4.3 SANBORN MAP REVIEW

Earth Tech contracted with EDR, Inc. to research Sanborn Maps with coverage of the Site vicinity (Appendix D).

1923
Onsite: The Sanborn maps show the majority of the Site to be improved with single family dwellings with associated garages, with the following exceptions:

- 5951 – 5953 S. Hoover Street: Improved with a commercial building occupied by a drug store and separate retail store.
- 5955, 5957, 5959-61 and 5963 S. Hoover Street: Improved with a commercial building subdivided into four retail tenant spaces.

Offsite: All visible adjacent parcels are improved with residential dwellings.

1951
Onsite: The Sanborn maps show the majority of the Site to be improved with single family dwellings with associated garages, with the following exceptions:

- 5923 S. Hoover Street: Improved with a structure noted to be used as a retail store.
- 5927 S. Hoover Street: Improved with a structure noted to be used for Dessert Manufacturing.
- 5951 – 5953 S. Hoover Street: Improved with a commercial building occupied by a type setting company and separate retail store.
- 5955, 5957, 5959-61 and 5963 S. Hoover Street: Improved with a commercial building occupied by engineering offices.
- 5975 S. Hoover Street: Improved with a commercial structure occupied by an auto painting and auto body and fender shop, including a metal paint booth.

Offsite: All adjacent parcels that are visible are improved with residences, except for a former gasoline service station located adjacent to the south at the southwest corner of S. Hoover Street and W.60th Street (6003 S. Hoover Street).

1969
Onsite: The Sanborn maps show the majority of the Site to be improved with single family dwellings with associated garages, with the following exceptions:

- 5923 S. Hoover Street: Improved with a structure noted to be used as a retail store.
- 5925 - 5927 S. Hoover Street: Improved with a structure noted to subdivided into to retail stores.
- 5951 – 5953 S. Hoover Street: Improved with a commercial building noted to be subdivided into two retail stores.
- 5955, 5957, 5959-61 and 5963 S. Hoover Street: Improved with a commercial building used for aluminum products manufacturing and a machine shop.
- 5975 S. Hoover Street: Improved with a commercial structure occupied by an auto painting and auto body and fender shop.

Offsite: All adjacent parcels that are visible are improved with residences, except for a parking lot for a retail center located to the northwest of the Site. The gasoline station noted to the south in 1951 is no longer present.

4.4 HISTORICAL USES AND OPERATIONS OF THE SITE

4.4.1 Agricultural Use of the Site

The Site was not known to have been used for agriculture since before 1928.

4.4.2 Site Use by the Federal Government

No historical use of the Site by the Federal Government is indicated.

4.4.3 Historical Landmarks on the Site

No historical landmarks were identified on the Site.

4.4.4 Prior Assessment Records

No records of prior assessments was identified by Earth Tech, or provided by LAUSD.

5.0 REGULATORY AGENCY INQUIRIES

5.1 SITE PERMITS

5.1.1 Current Site Permits

Information regarding potential industrial waste discharge activities at the subject addresses was requested from the LACDPW, Bureau of Sanitation. There are no current records on file.

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5.1.2 Noncompliance and Permit Violations

At the time of this Phase I ESA, the regulatory agencies have not responded to the requested potential documents. An Addendum will be submitted if significant findings are found.

5.1.3 Site Listings with Regulatory Agencies

At the time of issuance of this report, no response has been received from the regulatory agencies. An Addendum will be submitted if significant findings are found.

5.2 REGULATORY DATABASE SEARCH

Earth Tech contracted Environmental Data Resources, Inc. (EDR) to perform a regulatory database review for the Site as well as surrounding properties located up to one mile away from the Site. (EDR® Radius Map with GeoCheck, Environmental Data Resources, Southport, Connecticut (Appendix G). The EDR Radius Map with GeoCheck®, South Los Angeles LAUSD, W. 59th St, S. Hoover St, Los Angeles, CA 90044, Inquiry No. 1733916.2s, dated August 11, 2006).

PROPERTY
There are no database search listings for the Site

VICINITY
The following sections summarize the results of the database search of the surrounding area.

NPL Sites:
The National Priorities List (NPL), also known as the Superfund List, is an EPA listing of uncontrolled or abandoned hazardous waste sites. These sites are targeted for possible long-term remedial action under the Superfund Act.

TABLE 1
NPL Sites within 1 Mile

Facility Name	No. in EDR Report	Address	Proximity	Description
None	N/A	N/A	N/A	N/A

There are no NPL sites located within a **one-mile radius** of the Site.

CERCLIS Sites:
The Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database is a comprehensive listing of known or suspected uncontrolled or abandoned hazardous waste sites. These sites have either been investigated or are currently under investigation by the Federal EPA for the release or threatened release of hazardous substances. Once a site is placed in CERCLIS, it may be subjected to several levels of review and evaluation and ultimately placed on the NPL.

TABLE 2
CERCLIS Sites within ½ Mile

Facility Name	No. in EDR Report	Address	Proximity	Description
None	N/A	N/A	N/A	N/A

No CERCLIS sites are located within ½ mile of the Site.

TSDF/SWIS/SWAT Sites:
The Treatment, Storage, and Disposal Facility (TSDF) database contains information pertaining to facilities that treat, store, or dispose of hazardous waste. The Solid Waste Information System (SWIS) database contains information pertaining to all permitted active and inactive solid waste landfills and processing facilities located within the state of California. The Solid Waste Assessment Test (SWAT) database contains information pertaining to solid waste landfills from which there is a known migration of hazardous waste.

TABLE 3
TSDF/SWIS/SWAT Sites within ½ Mile

Facility Name	No. in EDR Report	Address	Proximity	Description
None	N/A	N/A	N/A	N/A

There are no TSDF/SWIS/SWAT sites within **½ mile** of the Site.

CORRACTS Sites:
CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally defined corrective action core events have occurred for every handler that has had corrective action activity.

TABLE 4
CORRACTS Sites within One Mile

Facility Name	No. in EDR Report	Address	Proximity	Description
None	N/A	N/A	N/A	N/A

No CORRACTS sites were found within **one mile** of the Site.

ERNS/CHMIRS Sites:
The Emergency Response Notification System (ERNS) is a national computer database system that is used to store information on the sudden and/or accidental release of hazardous substances, including petroleum, into the environment. The ERNS reporting system contains preliminary information on specific releases, including the spill location, the substances released, and the responsible party. Please note that information in the ERNS report pertains only to past releases. The CHMIRS (California Hazardous Material Incident Response System) is the California equivalent to the ERNS.

TABLE 5
ERNS/CHMIRS Sites On or Adjacent to the Property

Facility Name	No. in EDR Report	Address	Proximity	Description
None	N/A	N/A	N/A	N/A

There are no ERNS/CHMIRS incidents located on or adjacent to the Property.

RCRA/RCRIS Generator (Small or Large Quantity) Sites:
The RCRIS databases contain information pertaining to facilities which either generate between 100 kg and 1,000 kg of hazardous waste per month (Small Quantity Generators) or more than 1,000 kg of hazardous waste per month (Large Quantity Generators), or meet other applicable requirements of the Resource Conservation and Recovery Act (RCRA).

TABLE 6
RCRIS Generators within ¼ Mile

Facility Name	No. in EDR Report	Address	Proximity	Description
LAUSD Muir Junior High School	E11	5929 S. Vermont Avenue	1/8 mile E (downgradient)	Small Quantity Generator. No violations found.
Jerry's Cleaners	E14	5920 S. Vermont Avenue	1/8 mile E (downgradient)	Small Quantity Generator. No violations found. Also listed on the Dry Cleaner database, and SCAQMD Air Emission Database.
Youngs Cleaners	J25	6104 S. Vermont Avenue	1/8 mile WSW (crossgradient)	Small Quantity Generator. No violations found. Also listed on the Dry Cleaner database, and SCAQMD Air Emission Database.

No RCRA/RCRIS Small or Large Quantity Generators are located **adjacent to** the Site. Three small quantity generators are located within ¼ mile. All of the identified generators are located at least 1/8 mile from the Site and one is crossgradient and two are downgradient, therefore, they appear unlikely to impact the Site.

ENVIROSTOR (HWS) Sites:

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (NPL), State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

TABLE 7
ENVIROSTOR (HWS) Sites within 1 Mile

Facility Name	No. in EDR Report	Address	Proximity	Description
68th Street Elementary School	60	612 W. 68th Street	½ mile SSE (downgradient)	This site was assessed because of the proposed school use. The site appears to be undergoing the PEA process.
Adesco	61	1328 W. Slauson Avenue	½ mile WNW (upgradient)	After a site screening, DTSC has determined that no further action will be taken at this site.
Bauhaus Group	62	136 E. Slauson Avenue	¾ mile E (downgradient)	This site was investigated by the EPA with the conclusion that further assessment is required. As of 2003, no action further had been taken.
Peterson Showcase & Fixture Company	63	301 E. 58th Street	1 mile E (downgradient)	This site was assessed by the EPA and given a CERC-NFRAP status. The Cal EPA DTSC wants more investigation, but the case has been inactive since 2001.
Manual Arts New Primary Center	64	46th Street/S. Vermont Avenue	1 mile N (crossgradient)	This site was assessed because of the proposed school use. After concluding the PEA process, no further action was recommended.

There are five EnviroStor facilities located within a **one-mile radius** of the Site. Due to their status and/or distance (greater than ½ mile), these sites do not appear likely to impact the Site.

LUST Sites:
The California Leaking Underground Storage Tank (LUST) List contains information pertaining to reported leaking underground storage tanks within the state of California. EDR has obtained the LUST information from the State Water Resources Control Board (WRCB) and the Regional Water Quality Control Board (RWQCB) overseeing the region containing the subject area.

TABLE 8
LUST Sites within ½ Mile

Facility Name	No. in EDR Report	Address	Proximity	Description
Vons/Former Jerseymaid Milk	P48	1040 W. Slauson Avenue	¼ mile NW (upgradient)	Case closed.
Unocal #1780	Q57	5706 S. Vermont Ave.	¼ mile NNW (upgradient)	Case closed.
Shell	59	306 W. Slauson Ave.	½ mile ENE (downgradient)	Case closed.

There are three LUST properties located **within one half mile** of the Site. Since all of these sites are located at least ¼ mile away and have been closed, they do not appear likely to impact the Site.

CORTESE Sites:
The California Cortese List, also known as the Hazardous Waste and Substances Sites List, contains summary information pertaining to contaminated sites within the state of California. Contaminated wells, leaking underground storage tanks, and sanitary landfills are among the facilities contained in the Cortese List.

TABLE 9
CORTESE Sites within 1 Mile

Facility Name	No. in EDR Report	Address	Proximity	Description
Vons/Former Jerseymaid Milk	P48	1040 W. Slauson Avenue	¼ mile NW (upgradient)	Case closed.
Unocal #1780	Q57	5706 S. Vermont Ave.	¼ mile NNW (upgradient)	Case closed.
Shell	59	306 W. Slauson Ave.	½ mile ENE (downgradient)	Case closed.

There are three Cortese properties located **within one half mile** of the Site. Since all of these sites are located at least ¼ mile away and have been closed, they do not appear likely to impact the Site.

UST Sites:
The California Underground Storage Tank (UST) List is a comprehensive listing of registered underground storage tanks within the state of California. The Aboveground Storage Tank database contains registered ASTs. The data comes from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

No UST sites were identified adjacent to the Property in the researched databases.

One potential cross-gradient offsite UST was identified by Earth Tech during the geophysical clearance conducted at the SLAHS#3 Area B at V & A Carwash located at 5845 S. Hoover Street, north of the Site. This UST was part of a former service station known to have operated at this location based on review of Sanborn Maps.

5.3 ADDITIONAL REGULATORY AGENCY RECORD SOURCES

Records of the agency contacts are included in Appendix H.

5.3.1 Munger Map Book

The Munger Map Book contains location and production information for all regulated oil and gas wells in the state of California. No oil or gas wells were noted in the area of the Site (Munger Map Book, 2003, Page W-62, 2003). The nearest oil field is the La Cienega Oilfield located 2.4 miles to the north.

5.3.2 California State Fire Marshall (CSFM), Pipeline Safety Division

On August 10, 2006, Earth Tech requested from the State Fire Marshall, Pipeline Safety Division, to identify pipeline within 1,500 feet of the Site.. Earth Tech resubmitted a pipeline information request on September 25, 2006. Based on their review, the CSFM indicated that there were no CSFM jurisdiction pipelines in the area of the Site. Records of communication are included in Appendix H.

5.3.3 South Coast Air Quality Management District (SCAQMD)

Earth Tech requested an SCAQMD grid search for permitted air contaminant sources within ¼ mile of the Site. The SCAQMD was contacted to identify facilities within 0.25-mile from the Site that have the potential to emit hazardous or acutely hazardous air emissions. Six such facilities were identified – Garment Industry Laundry, Inc. located at 710 West 58th Street northeast from the Site, LAUSD John Muir Middle School located at 5929 South Vermont Avenue west from the Site, Young's Cleaners located at 6104 South Vermont Avenue southeast from the Site, Fred's Burgers No 2 located at 5950 South Vermont Avenue southwest from the Site, Conocophillips, The Carson/Will located at 5820 South Figueroa Street southeast of the Site, and Fastaurants INC, Burger King located at 1000 West Slauson Avenue northwest of the Site. The LAUSD John Muir Middle School is considered a small quantity hazardous waste generator. Garment Industry Laundry is listed in the EDR report as having an active UST at the site; however, it is not listed as a dry cleaning facility. Young's Cleaners is listed as being a Small Quantity Generator and a dry cleaning facility, but no violations were found. Fred's Burger is not listed on any of the database searches on the EDR report. Conocophillips, The Carson/Will, is listed as a UNOCAL gas station in the EDR report. It is report as being a CORTESE and a closed case LUST site. Fastaurants Inc, Burger King is listed as being out of business. A copy of correspondence and records are included in Appendix H.

5.3.4 Los Angeles Regional Water Quality Control Board (LARWQCB)

Earth Tech requested to review files for the Site addresses on August 14, 2006. Earth Tech contacted LARWQCB on September 18, 2006 and was informed that they required Earth Tech to resubmit the request. Earth Tech resubmitted the request. LARWQCB responded, and stated that they had no SLIC or UST records for the property or the offsite properties. A copy of correspondence is included in Appendix H.

5.3.5 State of California, Department of Toxic Substances Control (DTSC)

Earth Tech requested to review files for the Site addresses on August 10, 2006. DTSC responded that no files exist for the target property. A copy of correspondence is included in Appendix H.

5.3.6 Los Angeles City Department of Public Works (LADPW)

Information regarding potential industrial waste discharge activities at the subject addresses was requested from the Bureau of Sanitation on August 10th, 2006. There are no current records on file. A copy of correspondence is included in Appendix H

5.3.7 City of Los Angeles, Building and Safety Department (B&S)

Files were requested from City of Los Angeles B&S on August 10 and 17, 2006, for known Site addresses. City of Los Angeles B & S responded on August 15, 2006 stating that such a large request would require large amounts of time. Therefore, Earth Tech resubmitted the request to only include the commercial properties on the Site. No records of significance were found. Records indicate commercial use of 5953, 5959, and 5975 on S. Hoover Street. Copies of correspondence and letter from LAB&S are included in Appendix H.

5.3.8 Los Angeles City Fire Department (LAFD)

Files were requested from the LAFD UST and Hazardous Materials Sections for known Site addresses. No files for the site addresses were found. In addition, a separate request was submitted of a small service station located offsite, on the southwest corner of S. Hoover Street and W. 60th Street, 6003 S Hoover. No files were found for 6003 S. Hoover Street as well. A copy of correspondence is included in Appendix H.

5.3.9 Sempra Energy

A request for natural gas pipeline information in the vicinity of the Site was submitted to Sempra Energy on August 10, 2006. A response was received from Sempra on September 5th 2006. Sempra Energy has indicated that there is a high pressure pipeline within 1,500 feet of the Site. Per Southern California Gas Company, one active 6-inch diameter natural gas steel pipeline (#SL 30-76M-1) is located 10 feet west and beneath S. Menlo Avenue (northwestern boundary of Site). The natural gas pipeline has an operating pressure of 190 PSIG. A copy of correspondence and response are included in Appendix H.

5.3.10 Los Angeles County Public Health (LACPH)

Earth Tech requested records from Los Angeles County Public Health on August 14th 2006. On October 6, 2006, Earth Tech reviewed files at the LACPH. They had no records of any hazardous waste on site except for 5975 S. Hoover Street (Riley's Radiator, Partner's Body Shop) and 5959 S. Hoover (Avalon Chemical Products). According to the records, 55 gallon drums of waste oil, waste leaded sludge, radiator fluid, and 5 gallon containers of sulfuric acid and Drain a go-go™ were kept at 5975 S. Hoover Street. Riley's Radiators were served with a notice of violation and order to comply on 10/01/92 for; improper storage of hazardous materials, improper disposal of hazardous materials, improper management of hazardous materials, and improper transport of hazardous materials. A Hazardous Waste Business Contact form was found for Avalon Chemical Products, but no information on the types of materials, or any violations were found. A copy of correspondence and records are included in Appendix H.

6.0 SITE ISSUES

6.1 HAZARDOUS MATERIAL HANDLING

6.1.1 Current Hazardous Materials Handling Practices

At the time or reconnaissance, no hazardous materials were visible at the Site. Due to limited site access, hazardous materials from this site could not be evaluated.

6.1.2 Past Hazardous Material Handling Practices

The past handling materials practices cannot be evaluated, since no site access was allowed, and no one with historical knowledge of the Site was available. The likelihood of significant hazardous materials impacts at the residential parcels is anticipated to be low. Historical use of several of the parcels on S. Hoover Street between W. 60th Street and W. 9th Place suggests industrial and auto repair. These uses present a significant potential for hazardous materials impact.

Earth Tech requested records from Los Angeles County Public Health. They had no records of any hazardous waste on site except for 5975 S. Hoover St (Riley's Radiator, Partner's Body Shop) and 5959 S. Hoover (Avalon Chemical Products). According to the historical records, 55 gallon drums of waste oil, waste leaded sludge, radiator fluid, and 5 gallon containers of sulfuric acid and Drain a go-go™ were kept at 5975 S. Hoover Street They were served with a notice of violation and order to comply on 10/01/92 for; improper storage of hazardous materials, improper disposal of hazardous materials, improper management of hazardous materials, and improper transport of hazardous materials. A copy of correspondence and records are included in Appendix H.

6.1.3 Current and Past On-Site Underground Storage Tanks

No known current or historical USTs were identified onsite.

6.1.4 Current and Past On-Site Aboveground Storage Tanks

Database entries do not indicate the presence of registered ASTs on the Site. No visible ASTs were noted during the site reconnaissance.

6.2 SOLID AND HAZARDOUS WASTE HANDLING PRACTICES

6.2.1 Waste Handling and Storage

No waste handling or storage was visible at the time of the exterior site reconnaissance.

6.2.2 Subsurface Impacts to Soil and Groundwater

No evidence of the use of imported fill material or previous Site investigations was identified.

The potable water used at the Site is provided by the Los Angeles Department of Water and Power from a combination of public well water and water obtained from out of the area (Colorado River).

6.2.3 Site Drainage and Storm Water Issues

It appears that stormwater flows from Site to curb by sheet flow to adjacent streets, and then southward along S. Hoover Street and S. Menlo Avenue, where it is routed to the municipal storm water sewer systems.

6.2.4 Asbestos and Lead-Based Paint (LBP)

Based on the age of the onsite structures (1911-1920s), it is probable that asbestos-containing materials and/or lead-based paint are present in the building structures.

6.2.5 Polychlorinated Biphenyl (PCB) Containing Equipment

The exterior site reconnaissance identified the presence of three pole-mounted electric transformers on Site:

- Two were observed at the east end of the alley between W.59th Place and W.60th Street.
- One was observed at the west portion of the alley between W. 59th Street and W. 59th Place.

No evidence of dielectric fluid (i.e., polychlorinated biphenyl) releases or staining was noted around the utility poles during the Site reconnaissance. The transformers are maintained by the local power company, The City of Los Angeles Department of Water and Power.

6.2.6 Organochlorine Pesticides (OCPs)

The results of DTSC studies as indicated in the DTSC Guidance for LBPs, OCPs and Termiticides, dated June 2006, indicate that it is likely that significant concentrations of organochlorine pesticides (OCP) residues may exist around structures with wood components built prior to 1989 and should be evaluated at school sites. Due to the age of the residential/wood structures located on the Site (1911 through 1920s), there is a potential for residual levels of OCPs to be present onsite.

6.2.7 Odors Detected Indoors

No interior observations could be made, as access was not provided.

7.0 ENVIRONMENTAL SCHOOL SITE SELECTION SCREENING CRITERIA CHECKLIST

The Environmental School Site Selection Screening Criteria checklist is included in Appendix I. The checklist determined that the Site is located near major roadways and a railroad and that high pressure water and natural gas lines exist within 1,500 feet of the Site.

7.1 HIGH VOLTAGE POWER TRANSMISSION LINES

Electrical power transmission lines were observed adjacent to the west (along Menlo Avenue) of the proposed school site. Earth Tech contacted the LADWP to obtain information on the voltage of these aboveground lines. LADWP identified these lines as 34.5 kV lines. A copy of correspondence and Response are included in Appendix H.

7.2 RAILROADS

One railroad easement is located 1/8 mile (approximately 655 feet) north of the Site. The railroad tracks run from east to west on the north side of W. Slauson Avenue.

7.3 HAZARDOUS DISPOSAL SITES

Based on historical review of past site uses and Earth Tech's site reconnaissance:

- The Site is not a current or former hazardous or solid waste disposal site (per EDR report agency databases).
- The Site is not located near or downwind from a stockyard, fertilizer plant, soil processing operation, sewage treatment plant, or potentially hazardous facility (EDR Report and site reconnaissance).
- The Site has not been designated a border zone property by DTSC (per EDR report agency databases).
- The Site is not located within 2,000 feet of a significant disposal of hazardous waste (per EDR report agency databases).

7.4 GASOLINE OR SEWER PIPELINES

During Earth Tech's reconnaissance, Earth Tech **did not** observe aboveground pipelines used for hazardous substances, fuel, or natural gas on or close proximity to the subject area. A request was submitted to Sempra Energy, and they indicated that there is a high pressure natural gas line within 1,500 feet of the subject area. Per Southern California Gas Company, one active 6-inch diameter natural gas steel pipeline is located 10 feet west and beneath Menlo Avenue (northwestern boundary of Site). The natural gas pipeline has an operating pressure of 190 PSIG. A copy of correspondence and response are included in Appendix H.

During Earth Tech's reconnaissance, Earth Tech did not observe markers for underground pipelines used for hazardous substances, fuel, or natural gas on the Site.

A request was submitted to the California State Fire Marshall (CSFM) on August 17, 2006, in order to evaluate if the Site contains aboveground or underground pipelines that carry hazardous substances, materials, or wastes. CSFM indicated that there were no CSFM jurisdiction pipelines in the area of the Site. Records of communication are included in Appendix H.

7.5 AIRPORTS

The subject area **is not** located within two miles of an airport (per Thomas Brothers' Guide, 2004).

7.6 HIGH PRESSURE WATER PIPELINES, RESERVOIRS, WATER STORAGE TANKS

High pressure water lines are located underground along S. Vermont Avenue, within 1,500 feet of the Site according to the LACDWP Water Pressure Department. No large water storage tanks or reservoirs were observed on or within 1,500 feet of the Site during the historical review or site reconnaissance, other than neighborhood water distribution lines that provide the local potable water supply. No indications of reservoirs or storage tanks were found in the records reviewed by Earth Tech as part of this Phase I ESA.

7.7 MAJOR ROADWAYS

S. Vermont Avenue is located 630 feet east of the Site and W. Slauson Avenue is located 650 feet north of the site. Additionally, the I-110 Freeway is located 2,600 feet east of the Site. Source: Thomas Guide 2006 and site reconnaissance.

7.8 GEOLOGIC SPECIAL STUDIES ZONE

The Site **is not** located within a special fault-rupture hazard zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1994, as listed in the City of Los Angeles Department of City Planning website (www.zimas.lacity.org).

Review of the Alquist-Priolo Special Studies Zone Map of the Inglewood, California USGS Quadrangle indicates three faults with Alquist-Priolo Special Studies Zones within five miles of the Site. Note that the identified fault zones are aligned in a southeast to northwest configuration, and do not appear to be trending towards or beneath the Site. The nearest Special Study Zone is located three miles south-southwest of the Site. A copy of the Special Study Zone Map has been included in Appendix H.

The Property **is** located in Liquefaction Zone but **is not** located within a Landslide Zone (areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required), as indicated by the City of Los Angeles Department of City Planning.

According to the City of Los Angeles Department of City Planning, Parcel Profile Report, no parcels within the Site are located within a methane zone or a methane buffer zone. The nearest methane zone and methane buffer zone are located 1.3 miles to the west of the Site (Citywide Methane Ordinance Map A-20960).

7.9 FLOOD AND INUNDATION

The City of Los Angeles Department of Public Works was contacted in order to determine if the Site is located within a dam inundation zone. This agency indicated that the Site is not located within a dam inundation zone.

7.10 BORDER ZONE PROPERTY

Based on the site reconnaissance and information provided by EDR, the Site is **not** located within 2,000 feet of a significant disposal of hazardous waste facility.

8.0 OFFSITE ISSUES

8.1 HAZARDOUS MATERIAL HANDLING THAT MAY IMPACT THE SITE

Based on observations conducted during the site reconnaissance and review of agency database information, one former service station located directly south of the Site (6003 S. Hoover Street) across West 60th Street may have impacted the Site.

8.2 SOLID AND HAZARDOUS WASTE HANDLING PRACTICES THAT MAY IMPACT THE SITE

8.2.1 Waste Handling and Storage

No waste handling or storage at adjacent properties were identified with potential impact to the Site.

8.2.2 Visible Signs of Releases and Spills on Adjacent Properties

No visible signs of releases and spills were noted on adjacent properties.

9.0 FINDINGS AND RECOMMENDATIONS

At the request of the LAUSD, Earth Tech has performed a Phase I Environmental Site Assessment in accordance with the Scope of Services attached in Section 2.0 and in general conformance with the scope and limitations of ASTM Standard Practice E1527-00 of the proposed South Los Angeles High School as discussed in detail in the report. Any exceptions to, or deletions from, the ASTM Practice are described in Section 2.0 of this report.

FINDINGS:

This assessment revealed the following "recognized environmental conditions" (as that term is defined in ASTM Standard Practice E1527-00) in connection with the Site.

ONSITE RECs

- Three pole-mounted electrical transformers are located in alleys within or adjacent to the boundaries of the Site. No evidence of a dielectric fluid releases were observed during the Site visit. The transformers could potentially have contained PCBs.
- Use of the commercial parcels along S. Hoover Street, between W. 59th Street and W. 60th Street, has included former typesetting, former aluminum manufacturing and a machine shop, a former chemical product company, former auto painting and body repair shop and current radiator repair/fabrication that has been onsite since the 1950s. There is a potential that the Site has been environmentally impacted from these former and current activities.

OFFSITE RECs

- A historical gasoline station was identified adjacent to the south of the Site between 1928 and 1965, at the southwest corner of Hoover Street and 60th Street (6003 S. Hoover Street). There is a potential for migration of residual contaminants from this historical gasoline station to impact the Site.

Non-ASTM Issues:

- Due to their age, the buildings located on the Site may contain asbestos-containing materials (ACMs) and lead-based paint that may have impacted near surface and/or shallow subsurface soils.
- The results of DTSC studies indicate that it is likely that significant concentrations of organochlorine pesticides (OCP) residues may exist around structures with wood components built prior to 1989 and should be evaluated at school sites.

Safety Issues: The following safety issues were identified at the Site:

- *Major Roadways:* S. Vermont Avenue is located 630 feet east of the Site and Slauson Avenue is located 650 feet north of the site. Additionally, the I-110 Freeway is located 2,600 feet east of the Site. Source: Thomas Guide and site reconnaissance.
- *Railroad Right-of-Ways:* One railroad easement is located 1/8 mile (approximately 655 feet) north of the Site. The railroad tracks run from east to west on the north side of Slauson Avenue.

- *Electrical Power Lines:* Electrical power transmission lines were observed adjacent to the west (along Menlo Avenue) of the proposed school site. Earth Tech contacted the LADWP to obtain information on the voltage of these aboveground lines. LADWP identified these lines as 34.5 kV lines. A copy of correspondence and Response are included in Appendix H
- *High Pressure Gas Lines:* Sempra Energy indicated that there is a high pressure natural gas line within 1,500 feet of the subject area. Per Southern California Gas Company, one active 6-inch diameter natural gas steel pipeline is located 10 feet west and beneath Menlo Avenue (northwestern boundary of Site). The natural gas pipeline has an operating pressure of 190 PSIG. A copy of correspondence and Response are included in Appendix H.
- *Fault Zones:* Review of the Alquist-Priolo Special Studies Zone Map of the Inglewood, California USGS Quadrangle indicates three faults with Alquist-Priolo Special Studies Zones within five miles of the Site. Note that the identified fault zones are aligned in a southeast to northwest configuration, and do not appear to be trending towards or beneath the Site. The nearest Special Study Zone is located three miles south-southwest of the Site. A copy of the Special Study Zone Map has been included in Appendix H.
- *Liquefaction Zone:* The Property is located in Liquefaction Zone but is not located within a Landslide Zone (areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required), as indicated by the City of Los Angeles Department of City Planning.

RECOMMENDATIONS:

Based on these findings and conclusions, a PEA is recommended to be conducted at the Site to evaluate and investigate the identified RECs and to assess whether the subsurface conditions have been impacted.

10.0 LIMITATIONS AND EXCEPTIONS

10.1 NON-SCOPE CONSIDERATIONS

The following items are excluded from the scope of the ASTM E-1527-00 ESA Standard Practice, and were excluded from the scope of this Phase I ESA:

- Asbestos Survey
- Lead Survey (water and/or paint)
- Radon Survey
- Wetlands Analysis
- High Voltage Power Lines (EMF) Survey
- Regulatory Compliance Audit
- Ecological Resources Study
- Endangered Species Analysis
- Indoor Air Quality Study
- Cultural & Historical Resources Review
- Industrial Hygiene/Health & Safety Audit

10.2 EXCEPTIONS

No onsite access was obtained for this Site investigation.

The research into the history of the Site was not extended farther back than the date when it was known to have first been developed for other than agricultural or residential use.

The Scope of Services did not include consulting the following sources of information: newspaper archives, recorded land title records, zoning/land use records, property tax files or the personal knowledge of the owner/occupant/manager of the Site.

10.3 SPECIAL TERMS AND CONDITIONS

Representatives, Warranties and Covenants
Earth Tech makes no warranty, either expressed or implied, as to its findings, opinions, recommendations, specifications, or professional advice except that these were promulgated after being prepared in accordance with generally accepted standards of care and diligence normally practiced by recognized consulting firms performing services of a similar nature.

The information contained in this report has received appropriate technical review and approval. The conclusions and recommendations presented represent professional judgments and are based upon the findings from the investigation identified in the report and the interpretation of such data based on our experience and background. This acknowledgment is made in lieu of all warranties, either expressed or implied.

All project documents prepared or furnished to the LAUSD Office of Environmental Health and Safety (OEHS) may be based on information outside Earth Tech's control. Earth Tech does not warrant, expressed or implied, the accuracy thereof.

Scope of Investigation
The scope of this investigation is limited to the scope of services presented in Section 2.2.

Limiting Conditions
Earth Tech's observations were limited to what could be seen from outside of the residential and commercial parcels as observed from S. Vermont Avenue, W. Imperial Highway and S. Southwest Blvd. A locked wrought iron gate limited access to the alleyway located northwest of S. Southwest Blvd.

It is possible that structures of concern were hidden from view at the time of the site reconnaissance, either due to the presence of vehicles or because these items were behind existing structures or otherwise not visible from the above mentioned limited-access areas.

10.4 RELIANCE

All documentation furnished to OEHS is intended for the benefit of OEHS and is not intended or represented to be suited for reuse by OEHS or others. Any reuse without the specific written consent of Earth Tech for the specific purpose intended will be at user's sole risk and without liability and legal exposure to Earth Tech. OEHS agrees to indemnify and hold Earth Tech harmless from any and all liabilities, losses, costs, or expenses suffered by Earth Tech in connection with OEHS's unauthorized reuse of project documents.

11.0 LIST OF PREPARERS

This Phase I ESA report was prepared by:

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Senior Chemist
California Class I Registered Environmental Assessor No. 05604, Exp. 06/2007

This Phase I ESA was prepared under the direction of and reviewed by:

Anthony Lizzi
Project Manager/Senior Geologist
California Class I Registered Environmental Assessor No. 07000, Exp. 06/2007
Registered Geologist No.7328

12.0 REFERENCES

"ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, E 1527-00", ASTM, Philadelphia, Pennsylvania. (July 2000).

Ballona Creek Reconnaissance organization (www.ballonacreek.org)

California Department of Water Resources, Bulletin No. 104, *Planned Utilization of the Groundwater Basins of the Coastal Plain of Los Angeles County*, Appendix A, Ground Water.

California Division of Oil and Gas, Geology, 179 pp., 26 plates, 1961.
Regional Wildcat Map W1-6 (September 1993); Dominguez Oil Field Map 125 (June 1991).

EDR® Radius Map with GeoCheck, Environmental Data Resources, Southport, Connecticut. The EDR Radius Map with GeoCheck®, Dated August 8, 2005.

EDR® Sanborn® Map Report, Environmental Data Resources, Southport, Connecticut.

EDR® Aerial Photography Print Service, Environmental Data Resources, Southport, Connecticut.

EDR® Historical Topographic Map Report, Environmental Data Resources, Southport, Connecticut.

EDR® City Directory Abstract, Environmental Data Resources, Southport, Connecticut.

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

Hart, E.W., *Fault-rupture hazard zones in California*: California Division of Mines and Geology Special Publication 42 (1992 Revision); 24 pp, 1992.

Los Angeles County Department of Public Works, *Hydrologic Report* 1989-90, prepared by Hydraulic/Water Conservation Division, 214 pp, 1991.

M&A. 2003. *Preliminary Environmental Assessment Workplan, Proposed South Los Angeles High School No. 3, Los Angeles, California.* Prepared for the DTSC and LAUSD, December 12, 2003.

National Radon Database. Compiled by the USEPA. A compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. Compiled during the years 1986 – 1992.

Thomas Guide, The Thomas Bros. Maps, Los Angeles, 2005.
USGS Topographic Map, 7.5-minute Series, Inglewood Quadrangle

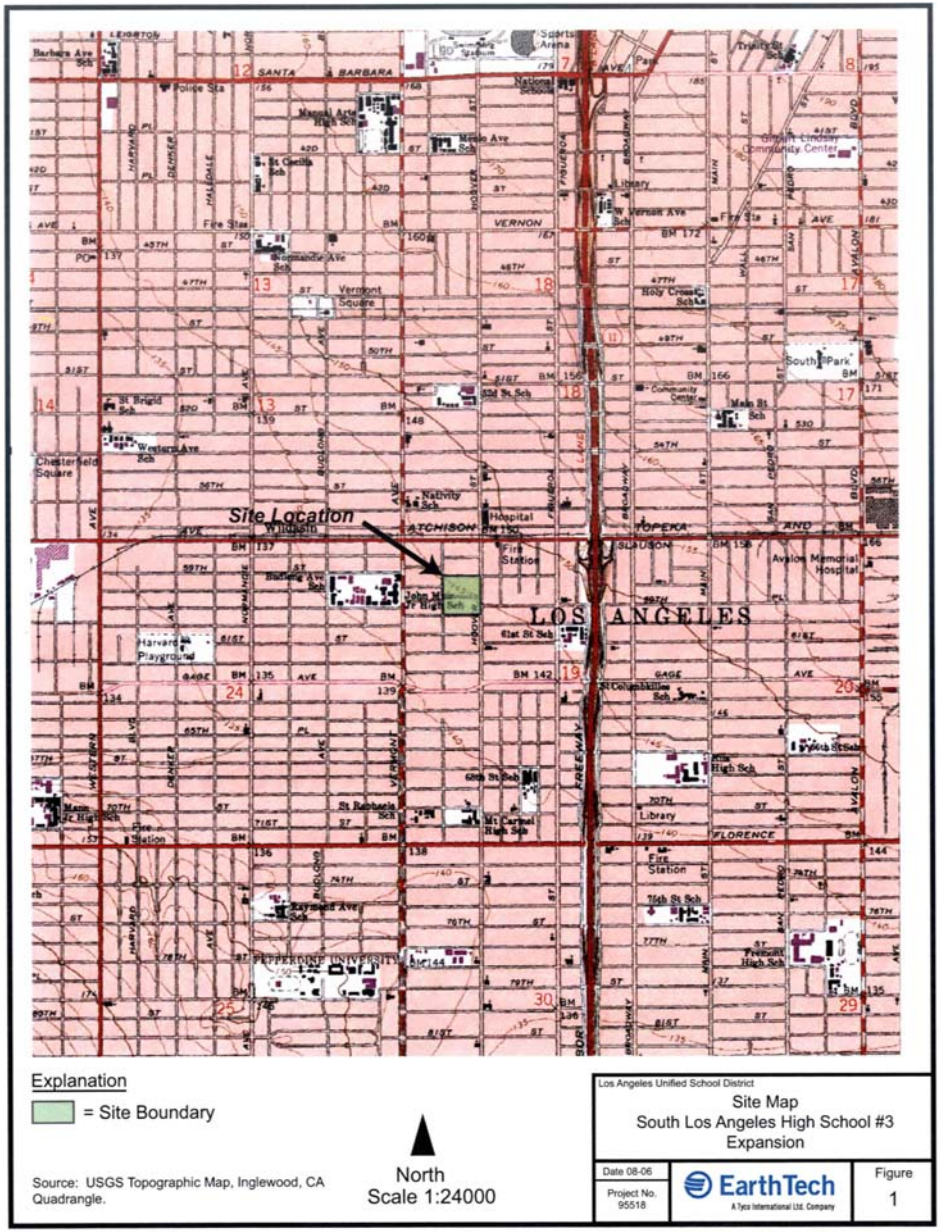
Yerkes, R. F. 1997. *Preliminary Geologic Map of the Los Angeles 7.5-Minute Quadrangle, Southern California: A Digital Map.* Open File Report 97-432.

13.0 QUALIFICATIONS OF RESPONSIBLE ENVIRONMENTAL PROFESSIONALS

Mr. Roy Litzenberg, Senior Chemist, Class I REA. Mr. Litzenberg is experienced in all facets of environmental assessment, including site inspections, site audits, regulatory compliance, regulatory agency liaison and review, historical research, and technical report preparation. He is also experienced in remedial investigative techniques, prepares work plans and executes remedial investigations using the full spectrum of assessment techniques. He also serves as project manager on remedial projects ranging from UST permitting, removal and closure to industrial facility decontamination and demolition. He has worked at commercial, industrial, institutional, residential, and federal, state and municipal government project sites throughout California and the western United States. International experience includes facilities in Mexico and Brazil. Mr. Litzenberg has conducted more than 1,200 Phase I site assessments on properties.

Mr. Anthony Lizzi, Registered Geologist, Class I REA: Mr. Lizzi has 18 years of experience as a registered geologist, specializing in groundwater resource and contamination studies, and soil and groundwater remediation projects. He has considerable experience with aquifer testing and analysis, design and installation of groundwater and soil vapor wells, and soil vapor extraction testing and analysis. Mr. Lizzi has also completed numerous air-sparge and dual-extraction testing and analysis. He has been involved in the design and optimization of various groundwater and vadose zone remediation systems. His education includes training in mining exploration, contaminant geology and applied hydrogeology including aquifer analysis. Mr. Lizzi has several years employed in the mining industry for precious metals exploration and structural geology interpretation in Canada. His experience also includes interaction with clients and regulatory agencies, and project management. He has completed numerous site assessment (Phase I and II) and remedial action work plans, sampling and analysis plans, underground storage tank removal and hydrogeological assessment reports.

FIGURES


Site Location
LOS ANGELES
Explanation
= Site Boundary
Source: USGS Topographic Map, Inglewood, CA Quadrangle.
North
Scale 1:24000
Los Angeles Unified School District
Site Map
South Los Angeles High School #3
Expansion
Date 08-06
Project No. 95518
EarthTech
A Tyco International Ltd. Company
Figure
1

Residences
Residences
Residences
Retail Center w/K-Mart (5850 S. Vermont)
S. Menlo Avenue
MENLO AVE
59TH ST
W. 59th Street
Residences (Area A SLAHS#3)
WALTER G MCCARTY'S TR NO 2
Residences
Pole-Mounted Transformer
Pole-Mounted Transformers
W. 59th Place
Susie's Liquor (Former Typesetting)
Avalon PDTS (Former Chemical Products Company/ Aluminum Manufacturing/ Machine Shop)
Residence
Residences
Site
W. 60th Street
Residences
Residences
Residences

Environmental School Site Selection Screening Criteria Checklist			
Health and Safety Selection Criteria	**Yes**	**No**	**Comments**
High-voltage Power Transmission Lines *[CCR, Title 5, 14010, CDE Selection and Approval Guide, 2000]*			
Is the property within 100 feet from the edge of an easement for a 50- to 133-kV line?		X	Aboveground power lines are located on Menlo Avenue. LADWP interview indicates that these are 34.5 kV lines.
Is the property within 150 feet from the edge of an easement for a 220- to 230 kV line?		X	
Is the property within 150 feet from the edge of an easement for a 500- to 550 kV line?		X	
Railroads *[CCR Title 5, 14010, CDE Selection and Approval Guide, 2000]*			
Is the site within 1,500 feet of a railroad track easement? (If yes, is the track a main line or spur?)	X		A railroad track easement is located approximately 210 feet north of W. Slauson Avenue and north of the Site (Area A). The east-west running track is a main line identified as the BNSF railroad (former AT & SF) on the Thomas Bros. Map Guide.
Hazardous Disposal Sites *[Edu. Code 17213(a)(1)-(3); Health and Safety Code 25220, CDE Selection and Approval Guide, 2000]*			
Is the site a current or former hazardous or solid waste disposal site? (If yes, have all wastes been removed?)		X	Per EDR report and agency databases.
Does the site contain one or more aboveground or underground pipelines that carry hazardous substances, materials, or waste? (Natural gas supply to school or neighborhood excluded.)		X	Per site reconnaissance, EDR report, and LA County Planning Dept. zimas.lacity.org website
Is the site located near or downwind from a stockyard, fertilizer plant, soil processing operation, auto dismantling facility, sewer treatment plant, or potentially hazardous facilities?		X	Per site reconnaissance and EDR report.
Has the site been designated a border zone property by DTSC, or is the site within 2,000 feet of a significant disposal of hazardous waste?		X	Per site reconnaissance and EDR report.

APPENDIX A

ENVIRONMENTAL SCHOOL SITE SELECTION SCREENING CRITERIA CHECKLIST

Environmental School Site Selection Screening Criteria Checklist			
Border Zone Property *[CCR Title 5, 14010(t)]*			
Is the proposed school site located within 2,000 feet of a significant disposal of hazardous waste?		X	Per site reconnaissance and EDR report.

LAUSD
Proposed South Los Angeles High School No. 3

Environmental School Site Selection Screening Criteria Checklist			
Gasoline or Sewer Pipelines *[Edu. Code 17213(a)(3)]*			
Are there any pipelines located above- or underground on or near the site that are used for hazardous substances, fuel, or natural gas? (Natural gas supply to school or neighborhood excluded.)	X		Per EDR report, State Fire Marshal, Southern California Gas Company, and site reconnasiance, one active 6-inch diameter natural gas steel pipeline (#SL 30-76M-1) is located 10 feet west and beneath Menlo Avenue (northwestern boundary of Expansion Site). The natural gas pipeline has an operating pressure of 190 PSIG.
Airports *[Edu. Code 17215(a)-(e); CCR Title 5, 14011(k)]*			
Is the site located within two miles of an operating airport?		X	Per Thomas Guide and site reconnaissance.
High-pressure Water Pipelines, Reservoirs, Water Storage Tanks *[CDE Selection and Approval Guide, 2000]*			
Is the potential site located within 1,500 feet of an easement of an aboveground or underground water pipeline, reservoir, or water storage tank?	X		High-pressure water pipelines (105 PSIG, max), were identified 630 feet west of the Property on S. Vermont Avenue. No water storage tanks or resevoirs were found. Water pipes beneath the Site are limited to local supply (less than 105 PSIG). Source: LACDWP Water Pressure and Engineering Bureau Depts., 2005)
Major Roadways *[CCR Title 5, 14010(e), CDE Selection and Approval Guide, 2000]*			
Is the potential site located near a highway, freeway or other major roadway (If yes, how far?)	X		S. Vermon Avenue is located 630 feet east of the Site and W. Slauson Avenue is located 170 feet north of the site. Additionally, the I-110 Freeway is located 2,600 feet east of the Site. Source: Thomas Guide and site reconnaissance.
Geologic Special Studies Zone *[Edu. Code 17212, 17212.5; Gov. Code 65302; CCR Title 5, 14010; CDE Selection and Approval Guide, 2000]*			
Is the proposed school site located within an Alquist-Priolo or other special studies zone?		X	Not within an Alquist-Priolo Zone. Nearest A-P Zone located approximately mile west-southwest of the Site. Note that the identified fault zones are aligned in a southeast to northwest configuration, and do not appear to be trending towards or beneath the Site. The Site is located within a "liquefaction zone" as defined by the city of Los Angeles. Source: A-P Zoning Map and LA City Zoning.
Flood and Inundation *[Edu. Code 17212, 17212.5; CCR Title 5, 14010]*			
Is the proposed school site located within an area of flood or dam flood inundation?		X	Not within a flood inundation zone (LACDPW).

APPENDIX B

SITE PHOTOGRAPHS

1. Residential housing on 59th Street

2. Northern east-west alleyway. Notice the transformer on the second pole

3. Residential Housing on W 59th Place

4. Residential Housing on W 59th Street

PHOTO LOG *SLAHS # 3, Los Angeles, California* *August 21st, 2006*

5. Residential Housing on West 59th Place.

6. House on Menlo Ave.

7. Residential Housing on West 60th Street

8. Residential Housing on West 60th Street

PHOTO LOG *SLAHS # 3, Los Angeles, California* *August 21st, 2006*

9. Solid waste on South Hoover Street

10. Residential Housing and Mr Kool Radiator and Muffler Service on South Hoover Street

11. Adjacent Residential Housing across the street, and Mr Kool Radiator and Muffler Service on south east corner of the site
(Picture taken from east side of South Hoover Street)

12. Southern Alleyway

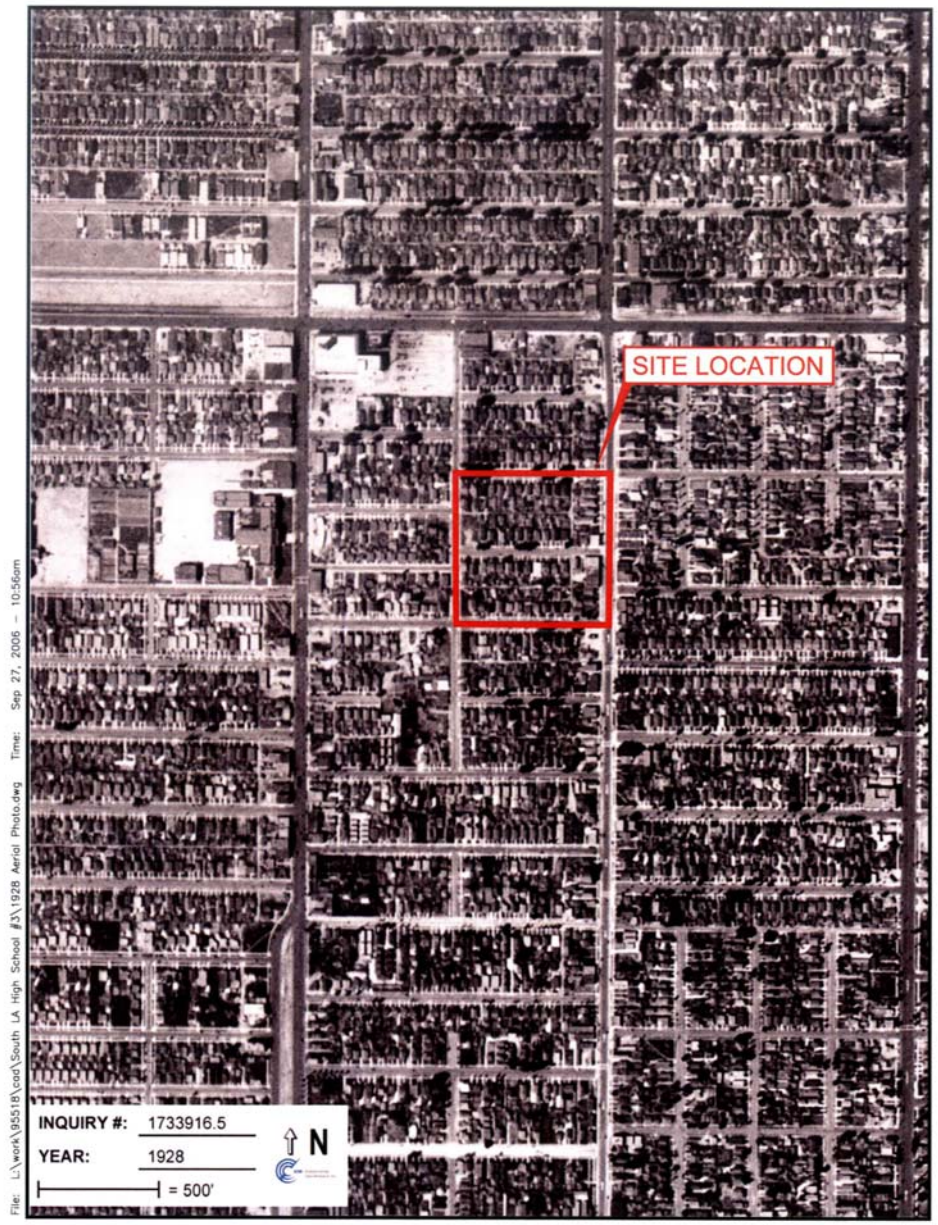
PHOTO LOG *SLAHS # 3, Los Angeles, California* *August 21st, 2006*

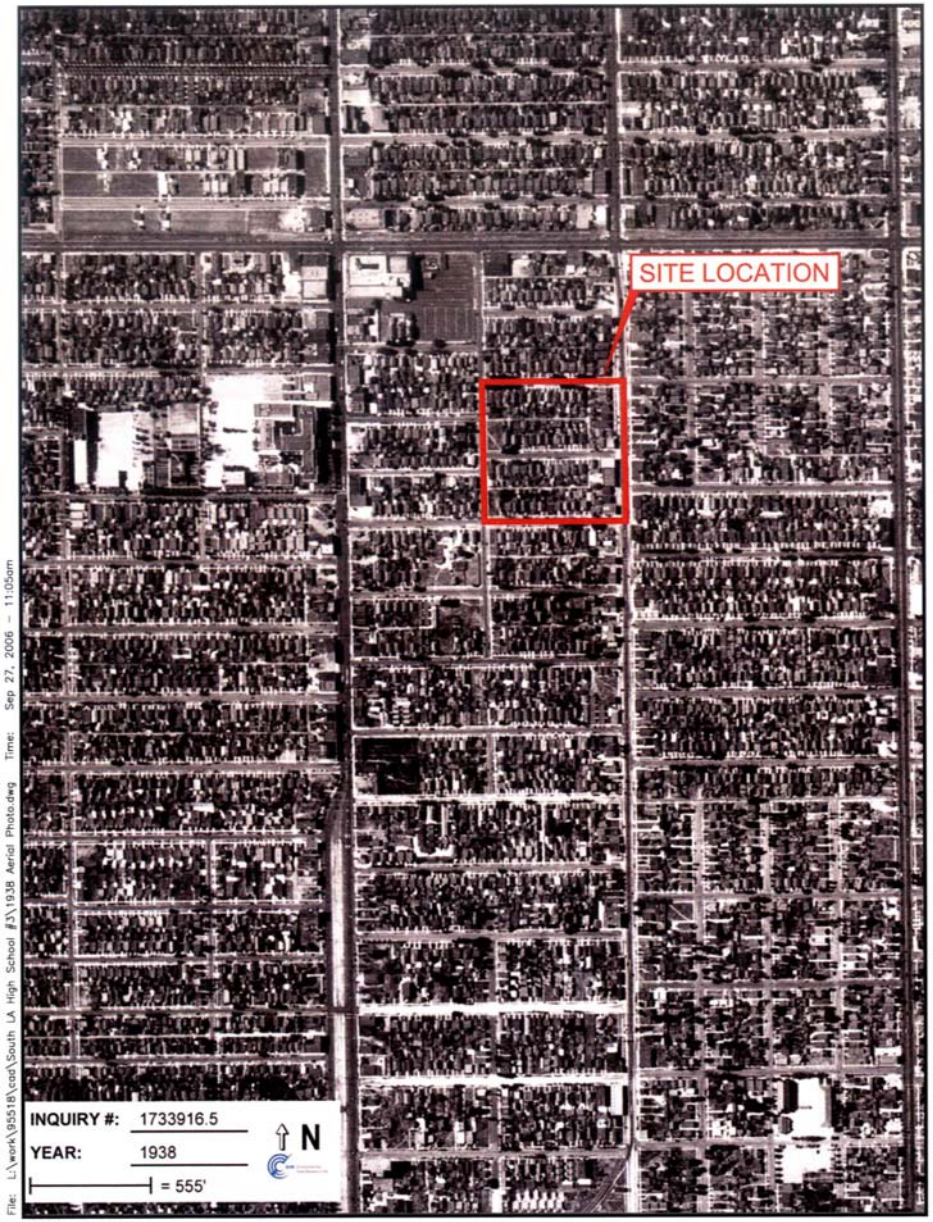
13. Two pole mounted transformers in the southern alleyway

14. Northern alleyway, note the large amount of solid waste

APPENDIX C

AERIAL PHOTOGRAPHS




SITE LOCATION
INQUIRY #: 1733916.5
YEAR: 1938
= 555'
N
File: L:\work\95518\cad\South LA High School #3\1938 Aerial Photo.dwg Time: Sep 27, 2006 - 11:05am

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-3747
FAX (213) 897-1337

Flex your power!
Be energy efficient!

April 9, 2007

IGR/CEQA NOP CS/070350
South Los Angeles Area New High School #3;
NE corner of Menlo and 60th Streets
Vic. LA-110-17.87, SCH# 2005031013

Ms. Gwenn Godek
Los Angeles Unified School District
1055 West 7th Street, 9th Floor
Los Angeles, CA 90071

Dear Ms. Godek:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-mentioned project. Based on the information received, we have the following comments:

Since the proposed high school site is located close to the I-110 Harbor Freeway, a traffic study will be needed to evaluate the project's impact on the State transportation system. The traffic study should include: Trip generation, trip distribution, mode choice, and trip assignment. Traffic volumes and level-of-service calculations will be needed for major intersections and for affected freeway on/off-ramps. The traffic analysis will need to include existing, project, cumulative, and project plus cumulative traffic analysis. Any identified traffic mitigation measures will need to be fully discussed.

A Noise Analysis will be needed to evaluate the impact of freeway noise on the proposed school facility. Noise attenuation measures such as soundwalls, site placement and architectural design elements may be needed.

All transportation safety measures will need to be implemented. Where feasible, the use of multi-passenger vehicles should be used to transport students to and from the school facility.

If you have any questions, you may reach me at (213) 897-3747 and please refer to our record number 070350/CS.

Sincerely,

Cheryl Powell

CHERYL J. POWELL
IGR/CEQA Program Manager

cc: Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"

COMMENT CARD
Scoping Meeting
Environmental Impact Report (EIR)
Proposed South Los Angeles Area New High School No. 3
April 10, 2007

Name: Juana Francisco Sandoval

Affiliation: _____

Address: 8946 W 59 PL St LA-CA. 90044

_____

Comments: Muy vien que ayan escogido esta area para este proyecto

_____

_____

_____

_____

Written comments must be received no later than April 27, 2007 at the following address:
LAUSD Office of Environmental Health and Safety
1055 West 7th Street, 9th Floor
Los Angeles, CA 90017
Attn: Gwenn Godek, Project Manager/Consultant
(213) 893-7408 (telephone) / (213) 893-7412 (facsimile)

2007

TARJETA DE COMENTARIOS
Reunión Pública
Informe Preliminar de Impacto Ambiental (EIR)
Propuesta para South Los Angeles Area New High School No. 3
10 de Abril de 2007

Nombre: _____

Afiliación: _____

Dirección: _____

_____

Comentarios: _____

_____

_____

_____

_____

Los comentarios por escrito deben recibirse a más tardar 27 de abril del 2007 en la siguiente oficina:
LAUSD Office of Environmental Health and Safety
1055 West 7th Street, 9th Floor
Los Angeles, CA 90017
Attn: Gwenn Godek, Project Manager/Consultant
(213) 893-7408 (teléfono) / (213) 893-7412 (facsimil)

COMMENT CARD
Scoping Meeting
Environmental Impact Report (EIR)
Proposed South Los Angeles Area New High School No. 3
April 10, 2007

Name: IRMA S. CHICAS

Affiliation: _____

Address: 846 W 59th PL LA CA 90044

Comments: no tengo por que para mi LOS niños y Los muchacho son muy importante porque de ellos depende el futuro del mundo entero estoy agradecida por que se procupan por el Viensestar de Nozotros

Written comments must be received no later than April 27, 2007 at the following address:
LAUSD Office of Environmental Health and Safety
1055 West 7th Street, 9th Floor
Los Angeles, CA 90017
Attn: Gwenn Godek, Project Manager/Consultant
(213) 893-7408 (telephone) / (213) 893-7412 (facsimile)

2007

TARJETA DE COMMENTARIOS
Reunión Pública
Informe Preliminar de Impacto Ambiental (EIR)
Propuesta para South Los Angeles Area New High School No. 3
10 de Abril de 2007

Nombre: ISRAEL CHICA GLORES

Afiliación: _____

Dirección: 846 W 59th PL LA CA 90044

Comentarios: YO ISRAEL CHICAS Comento que Tambien estoy de aguerdo con lo que Siente en su corazoin mi esposa par que nozotros tambien somos ostuelos gracias

Los comentarios por escrito deben recibirse a más tardar 27 de abril del 2007 en la siguiente oficina:
LAUSD Office of Environmental Health and Safety
1055 West 7th Street, 9th Floor
Los Angeles, CA 90017
Attn: Gwenn Godek, Project Manager/Consultant
(213) 893-7408 (teléfono) / (213) 893-7412 (facsímil)

COMMENT CARD
Scoping Meeting
Environmental Impact Report (EIR)
Proposed South Los Angeles Area New High School No. 3
April 10, 2007

Name: Linda LeBlanc

Affiliation: 3237586812

Address: 5919 So. Hoover St
L A CA 90044

Comments: I will be relocated so I won't be ~~impacted~~ impact by the building of the school. But I am requesting that you name a building, parking lot or bungalow after my father he contributed greatly in this neighborhood. I never wanted or dreamed that former house would no longer be standing.

Thank you
Linda LeBlanc

Written comments must be received no later than April 27, 2007 at the following address:
LAUSD Office of Environmental Health and Safety
1055 West 7th Street, 9th Floor
Los Angeles, CA 90017
Attn: Gwenn Godek, Project Manager/Consultant
(213) 893-7408 (telephone) / (213) 893-7412 (facsimile)

2007

TARJETA DE COMMENTARIOS
Reunión Pública
Informe Preliminar de Impacto Ambiental (EIR)
Propuesta para South Los Angeles Area New High School No. 3
10 de Abril de 2007

Nombre: _____

Afiliación: _____

Dirección: _____

Comentarios: _____

Los comentarios por escrito deben recibirse a más tardar 27 de abril del 2007 en la siguiente oficina:
LAUSD Office of Environmental Health and Safety
1055 West 7th Street, 9th Floor
Los Angeles, CA 90017
Attn: Gwenn Godek, Project Manager/Consultant
(213) 893-7408 (teléfono) / (213) 893-7412 (facsímil)

COMMENT CARD
Scoping Meeting
Environmental Impact Report (EIR)
Proposed South Los Angeles Area New High School No. 3
April 10, 2007

Name: _____

Affiliation: _____

Address: _____

_____

Comments: _____

_____

_____

_____

_____

_____

Written comments must be received no later than April 27, 2007 at the following address:
LAUSD Office of Environmental Health and Safety
1055 West 7th Street, 9th Floor
Los Angeles, CA 90017
Attn: Gwenn Godek, Project Manager/Consultant
(213) 893-7408 (telephone) / (213) 893-7412 (facsimile)

2007

TARJETA DE COMMENTARIOS
Reunión Pública
Informe Preliminar de Impacto Ambiental (EIR)
Propuesta para South Los Angeles Area New High School No. 3
10 de Abril de 2007

Nombre: Concepcion Noriega

Afiliación: 839 W. 59th Pl

Dirección: 839 W. 59th Pl
LA CA 90044

Comentarios: _____

Porque quiso decirles es
preocupa por otro interruptor
la construir mas escuelas y el
proyecto para mi este bien.

_____

_____

Los comentarios por escrito deben recibirse a más tardar 27 de abril del 2007 en la siguiente oficina:
LAUSD Office of Environmental Health and Safety
1055 West 7th Street, 9th Floor
Los Angeles, CA 90017
Attn: Gwenn Godek, Project Manager/Consultant
(213) 893-7408 (teléfono) / (213) 893-7412 (facsimil)

STATE OF CALIFORNIA — ARNOLD SCHWARZENEGGER, *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

April 27, 2007

Gwen Godeck
Los Angeles Unified School District
1055 W. 7th Street, 9th Floor
Los Angeles, CA 90017

Dear Gwen Godeck:

Re: SCH# 2005031013; South Los Angeles Area New High School No.3

As the state agency responsible for rail safety within California, we recommend that the development project planned near the BNSF Railway Company right-of-way be planned with the safety of the rail corridor in mind. The new development at Menlo Avenue and 60th Street (lat= 33.988136, long= -118.28692) may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way. Commission staff is particularly concerned with increased congestion at the nearby grade crossings:

1. Slauson Avenue (DOT 027979V, lat= 33.989132, long= -118.306296).
2. Western Aveune (DOT027981W, lat= 33.987851, long=-118.30915).
3. Figueroa Street (DOT 027972X, lat= 33.989168, long= -118.282778).
4. Normandie Avenue (DOT 027977G, lat= 33.989203, long= -118.299708).
5. Vermont Avenue (DOT 027974L, lat= 33.988821, long= -118.290589).
6. Hoover Street (DOT 027973E, lat= 33.988963, long= -118.286598).
7. Budlong Avenue (DOT 027975T, lat= 33.988189, long= -118.29473).

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing nearby at-grade highway-rail crossing due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at rxm@cpuc.ca.gov.

Sincerely,

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: John Shurson, BNSF

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

March 30, 2007

To: Reviewing Agencies

Re: South Los Angeles Area New High School No. 3
SCH# 2005031013

Attached for your review and comment is the Notice of Preparation (NOP) for the South Los Angeles Area New High School No. 3 draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Gwenn Godek
Los Angeles Unified School District
1055 West 7th Street, 9th Floor
Los Angeles, CA 90071

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2005031013
Project Title South Los Angeles Area New High School No. 3
Lead Agency Los Angeles Unified School District

Type NOP Notice of Preparation

Description Acquisition of 9.13 acres in addition to an already 6.01 acres part of the original project; various street and alley vacations between South Hoover Street and Menlo Ave.; and, demolition of existing structures. Consist of multiple 1 to 4 story buildings encompassing approx. 2,000,000 square feet of building area. School classrooms and administration area to be located primarily along 60th Street; to include 75 classrooms, a library, food services, a multi-purpose room, team rooms, underground parking, and a football stadium with 1,500 seats. In addition, the campus would include hardcourts and playfields, which may include lights.

Lead Agency Contact

Name Gwenn Godek
Agency Los Angeles Unified School District
Phone (213) 893-7408 **Fax**
email
Address 1055 West 7th Street, 9th Floor
City Los Angeles **State** CA **Zip** 90071

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets NW corner of Menlo Ave. and 60th Street
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 110
Airports
Railways
Waterways
Schools
Land Use Land Uses: Residential/ Commercial; Two Family Residential (R2-1) and Commercial (C2-1VL); Zoning: Low Medium Residential and General Commercial GP Designation

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Cumulative Effects; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Landuse

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

Date Received 03/29/2007 **Start of Review** 03/29/2007 **End of Review** 04/27/2007

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

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

Officers: President: Yvonne B. Burke, Los Angeles County • First Vice President: Gary Ovitt, San Bernardino County • Second Vice President: Richard Dixon, Lake Forest • Immediate Past President: Ron Roberts, Temecula

Imperial County: Victor Carrillo, Imperial County • Jon Edney, El Centro

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Orange County: Chris Norby, Orange County • Christine Barnes, La Palma • John Beauman, Brea • Lou Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Troy Edgar, Los Alamitos • Paul Glaab, Laguna Niguel • Sharon Quirk, Fullerton

Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

Ventura County: Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

LJ/JI

April 11, 2007

Ms. Gwenn Godek, CEQA Project Manager/Consultant
Los Angeles Unified School District
Office of Environmental Health and Safety
1055 W. 7th Street, 9th Floor
Los Angeles, CA 90017

RE: SCAG Clearinghouse No. I 20070172 South Los Angeles Area New High School No. 3 (Revised)

Dear Ms. Godek:

Thank you for submitting the **South Los Angeles Area New High School No. 3 (Revised)** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **South Los Angeles Area New High School No. 3 (Revised)**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **March 16-31, 2007** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1856. Thank you.

Sincerely,

Jill Egerman

JILL EGERMAN
Associate Environmental Planner
Intergovernmental Review

Doc #134388

NOP Distribution List

SL

County: Los Angeles

SCH# 2005031013

Resources Agency

- ■ **Resources Agency** Nadell Gayou
- ☐ **Dept. of Boating & Waterways** David Johnson
- ☐ **California Coastal Commission** Elizabeth A. Fuchs
- ☐ **Colorado River Board** Gerald R. Zimmerman
- ☐ **Dept. of Conservation** Roseanne Taylor
- ☐ **California Energy Commission** Paul Richins
- ☐ **Dept. of Forestry & Fire Protection** Allen Robertson
- ■ **Office of Historic Preservation** Wayne Donaldson
- ■ **Dept of Parks & Recreation** Environmental Stewardship Section
- ☐ **Reclamation Board** DeeDee Jones
- ☐ **S.F. Bay Conservation & Dev't. Comm.** Steve McAdam
- ■ **Dept. of Water Resources** Resources Agency Nadell Gayou
- ☐ _____ Conservancy

Fish and Game

- ☐ **Depart. of Fish & Game** Scott Flint Environmental Services Division
- ☐ **Fish & Game Region 1** Donald Koch
- ☐ **Fish & Game Region 2** Banky Curtis
- ☐ **Fish & Game Region 3** Robert Floerke
- ☐ **Fish & Game Region 4** Julie Vance
- ■ **Fish & Game Region 5** Don Chadwick Habitat Conservation Program
- ☐ **Fish & Game Region 6** Gabrina Gatchel Habitat Conservation Program
- ☐ **Fish & Game Region 6 I/M** Gabrina Getchel Inyo/Mono, Habitat Conservation Program
- ☐ **Dept. of Fish & Game M** George Isaac Marine Region

Other Departments

- ☐ **Food & Agriculture** Steve Shaffer Dept. of Food and Agriculture
- ☐ **Depart. of General Services** Public School Construction
- ☐ **Dept. of General Services** Robert Sleppy Environmental Services Section
- ☐ **Dept. of Health Services** Veronica Malloy Dept. of Health/Drinking Water

Independent Commissions,Boards

- ☐ **Delta Protection Commission** Debby Eddy
- ■ **Office of Emergency Services** Dennis Castrillo
- ☐ **Governor's Office of Planning & Research** State Clearinghouse
- ■ **Native American Heritage Comm.** Debbie Treadway
- ■ **Public Utilities Commission** Ken Lewis
- ☐ **State Lands Commission** Jean Sarino
- ☐ **Tahoe Regional Planning Agency (TRPA)** Cherry Jacques

Business, Trans & Housing

- ■ **Caltrans - Division of Aeronautics** Sandy Hesnard
- ☐ **Caltrans - Planning** Terri Pencovic
- ■ **California Highway Patrol** Shirley Kelly Office of Special Projects
- ☐ **Housing & Community Development** Lisa Nichols Housing Policy Division

Dept. of Transportation

- ☐ **Caltrans, District 1** Rex Jackman
- ☐ **Caltrans, District 2** Marcelino Gonzalez
- ☐ **Caltrans, District 3** Jeff Pulverman
- ☐ **Caltrans, District 4** Tim Sable
- ☐ **Caltrans, District 5** David Murray
- ☐ **Caltrans, District 6** Marc Birnbaum
- ■ **Caltrans, District 7** Cheryl J. Powell
- ☐ **Caltrans, District 8** Dan Kopulsky
- ☐ **Caltrans, District 9** Gayle Rosander
- ☐ **Caltrans, District 10** Tom Dumas
- ☐ **Caltrans, District 11** Mario Orso
- ☐ **Caltrans, District 12** Bob Joseph

Cal EPA

Air Resources Board

- ☐ Airport Projects Jim Lerner
  - ☐ Transportation Projects Ravi Ramalingam
  - ☐ Industrial Projects Mike Tollstrup
- ☐ **California Integrated Waste Management Board** Sue O'Leary
- ☐ **State Water Resources Control Board** Jim Hockenberry Division of Financial Assistance
- ☐ **State Water Resources Control Board** Student Intern, 401 Water Quality Certification Unit Division of Water Quality
- ☐ **State Water Resouces Control Board** Steven Herrera Division of Water Rights
- ■ **Dept. of Toxic Substances Control** CEQA Tracking Center
- ☐ **Department of Pesticide Regulation**

Regional Water Quality Control Board (RWQCB)

- ☐ **RWQCB 1** Cathleen Hudson North Coast Region (1)
- ☐ **RWQCB 2** Environmental Document Coordinator San Francisco Bay Region (2)
- ☐ **RWQCB 3** Central Coast Region (3)
- ■ **RWQCB 4** Teresa Rodgers Los Angeles Region (4)
- ☐ **RWQCB 5S** Central Valley Region (5)
  - ☐ **RWQCB 5F** Central Valley Region (5) Fresno Branch Office
  - ☐ **RWQCB 5R** Central Valley Region (5) Redding Branch Office
- ☐ **RWQCB 6** Lahontan Region (6)
  - ☐ **RWQCB 6V** Lahontan Region (6) Victorville Branch Office
- ☐ **RWQCB 7** Colorado River Basin Region (7)
- ☐ **RWQCB 8** Santa Ana Region (8)
- ☐ **RWQCB 9** San Diego Region (9)

☐ **Other** _____

Last Updated on 09/10/06

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

April 5, 2007

Ms. Gwenn Godek
CEQA Project Manager/Consultant
Los Angeles Unified School District
Office of Environmental Health and Safety
1055 West 7th Street, 9th Floor
Los Angeles, CA 90017

Dear Ms. Godek:

Notice of Preparation of a Draft Environmental Impact Report for South Los Angeles Area New High School No. 3

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis
The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the SCAQMD Website at: www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for

calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA webpages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources
SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li
LAC070329-01LI
Control Number

Appendix B Air Quality Technical Study

AIR QUALITY TECHNICAL REPORT

Los Angeles Unified School District (LAUSD)
South Los Angeles Region High School #3 (SLAHS No. 3)

Prepared by:

PCR SERVICES CORPORATION

October 3, 2007

TABLE OF CONTENTS

Page

1.0 EXECUTIVE SUMMARY 1
1.1 Findings 1

2.0 INTRODUCTION 2
2.1 Purpose 2
2.2. Site Location 2
2.3 Project Description 2

3.0 AIR QUALITY ASSESSMENT 5
3.1. Significance Thresholds 5
3.2 Methodology 9
3.3 Air Quality Impact Analysis 12
3.4 Mitigation Measures 22
3.5 Level Of Significance After Mitigation 23

APPENDIX A: AIR QUALITY WORKSHEETS AND OUTPUT FILES

LIST OF FIGURES

Figure **Page**

1 Project Location Map....3
2 Site Plan....4

LIST OF TABLES

Table		Page
1	Unmitigated Construction Emissions (pounds/day)	13
2	Unmitigated Local Construction Impacts	15
3	Operational Emissions (pounds/day)	16
4	Local Area Carbon Monoxide Dispersion Analysis	17
5	Related Projects within One Mile Radius of Proposed Project	20
6	Cumulative Construction Emissions (pounds/day)	20
7	Cumulative Operational Emissions (pounds/day)	21
8	Mitigated Construction Emissions (pounds/day)	24

1.0 EXECUTIVE SUMMARY

1.1 FINDINGS

This report provides an analysis of potential air quality impacts related to the proposed Los Angeles Unified School District (LAUSD) South Los Angeles Region High School #3 (SLAHS No. 3) located in the City of Los Angeles, California. All analyses have been conducted in compliance with the City of Los Angeles and South Coast Air Quality Management District (SCAQMD) requirements for air quality assessments in support of California Environmental Quality Act (CEQA) documentation. The findings of the analysis are as follows:

- Project construction would cause an exceedance both of daily regional emissions and local pollutant concentration thresholds set forth by the SCAQMD.
- Project operations would not cause an exceedance of daily regional or local emission thresholds set forth by the SCAQMD.
- Project operations would not expose off-site receptors to significant levels of toxic air contaminants.
- The project would be consistent with air quality policies set forth by the SCAQMD and the Southern California Association of Governments (SCAG).
- The project would result in a significant cumulative air quality impact.

2.0 INTRODUCTION

2.1 PURPOSE

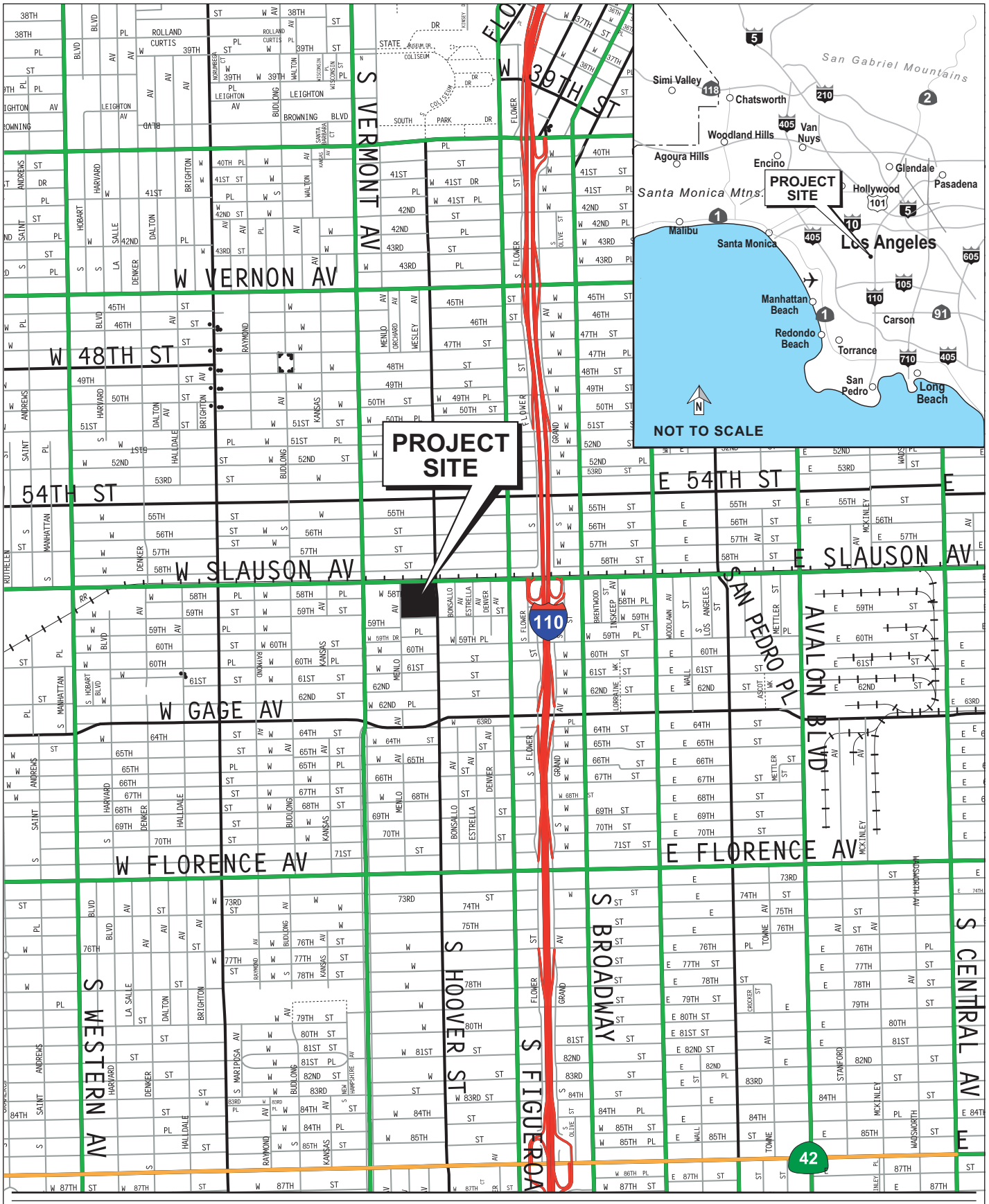
This study was prepared to assess potential air quality impacts that may occur as a result of implementation of the proposed high school. Emissions associated with both construction and operation of the new facility were analyzed, as required under CEQA.

2.2. SITE LOCATION

The project site is located on the northeast corner of Menlo and 60th Street in the City of Los Angeles. The proposed project site is 15.26 acres and is bounded by West Slauson Avenue on the North, South Hoover Street on the east, 60th Street on the south and Menlo Avenue on the west. The project site location, in a regional and a local context, is illustrated in Figure 1 on page 3. The air quality at this location is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

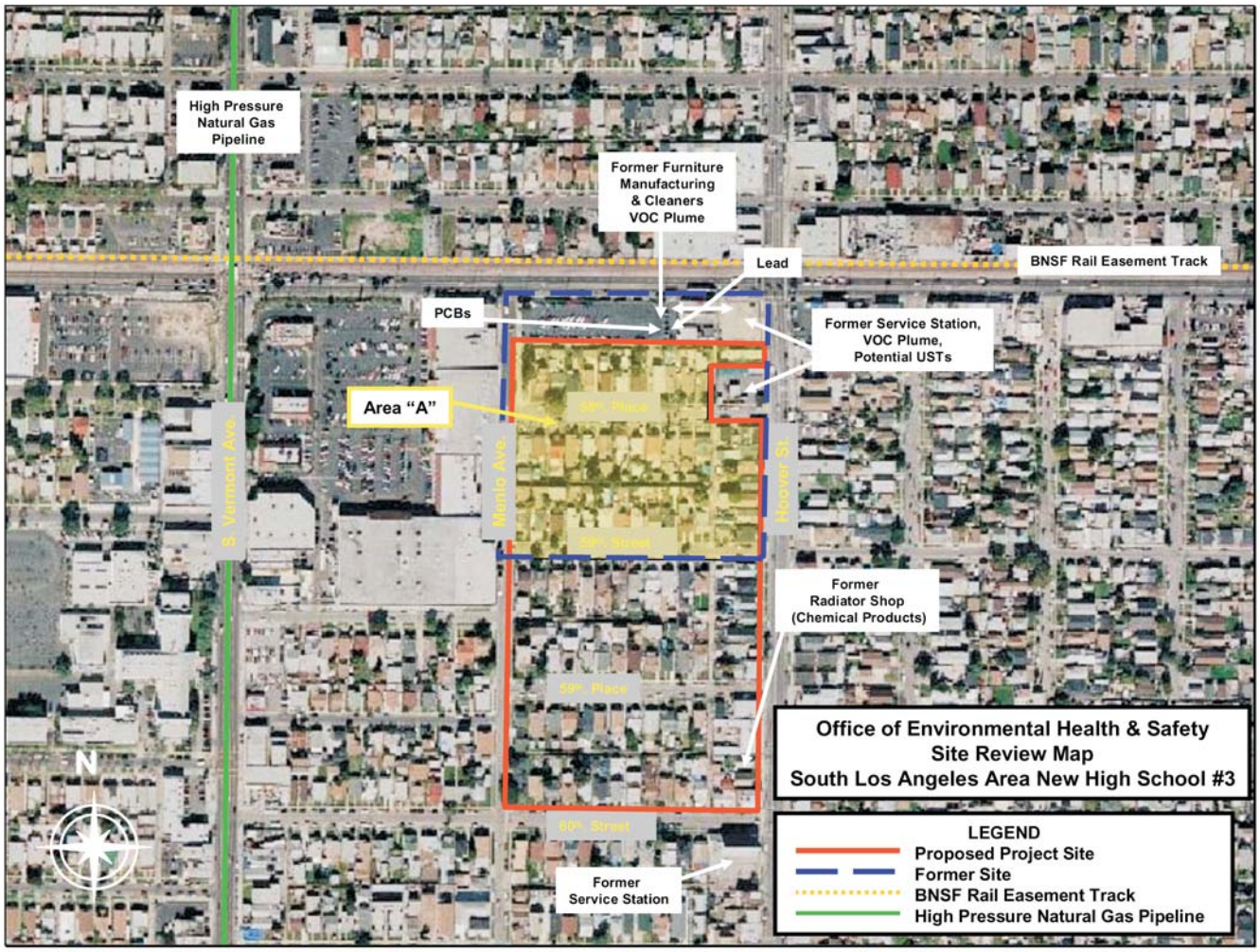
2.3 PROJECT DESCRIPTION

The proposed project consists of a high school providing for 151,470 square feet of program space with 75 classrooms and 2,025 two-semester seats. The primary emphasis will be high school instruction, but the proposed project will also offer adult school classes. Construction is anticipated to require 45 months beginning in June of 2008 and the school is expected to be operational in 2011. The project site plan is illustrated in Figure 2 on page 4.



PCR

Figure 1
Project Location Map



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No scale

Figure 2
Site Plan

Source: Office of Environmental Health & Safety, 2007.

3.0 AIR QUALITY ASSESSMENT

This air quality assessment includes a discussion of applicable significance thresholds, methodologies, and results. The analyses follow the SCAQMD CEQA Air Quality Handbook (Handbook), and include assessment of potential construction and operation impacts for the project.

3.1. SIGNIFICANCE THRESHOLDS

Based on the SCAQMD's regulatory role, the significance thresholds in the SCAQMD Handbook guidance document have been used in evaluating project impacts.

Criteria Pollutants

The California Air Resource Board (CARB) and the SCAQMD established thresholds for the following criteria pollutants:

- oxides of nitrogen (NO_x)
- volatile organic compounds (VOC)
- particulate matter equal to or less than 10 microns in diameter (PM_{10})
- particulate matter equal to or less than 2.5 microns in diameter ($PM_{2.5}$)
- carbon monoxide (CO)
- oxides of sulfur (SOx)

Based on criteria set forth in the SCAQMD Handbook, the project would have a significant impact with regard to construction emissions if any of the following would occur:

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_X, (2) 75 pounds a day for VOC, (3) 150 pounds per day for PM_{10}, (4) 55 pounds per day $PM_{2.5}$ (5) 550 pounds per day for CO, and (6) 150 pounds per day for SO_X.[1]

[1] *South Coast Air Quality Management District, CEQA Air Quality Handbook, Chapter 6 (Determining the Air Quality Significance of a Project), 1993.*

Furthermore, based on criteria set forth in the SCAQMD Handbook, the project would have a significant impact with regard to operational emissions if any of the following would occur:

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 55 pounds per day for NO_X, (2) 55 pounds a day for VOC, (3) 150 pounds per day for PM_{10}, (4) 55 pounds per day $PM_{2.5}$ (5) 550 pounds per day for CO, and (6) 150 pounds per day for SO_X.[2]

- The project would cause an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 parts per million (ppm), respectively, at an intersection or roadway within one-quarter mile of a sensitive receptor.[3]

In addition, the SCAQMD has developed methodology to assess the potential for localized emissions to cause an exceedance of applicable ambient air quality standards. Impacts would be considered significant if the following would occur:

- Maximum daily localized emissions are greater than the Localized Significance Thresholds (LST),[4] resulting in predicted ambient concentrations in the vicinity of the project site greater than the most stringent ambient air quality standards for CO and NOx.

- Maximum localized PM_{10} or $PM_{2.5}$ emissions during construction are greater than the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the site to exceed 50 $\mu g/m^3$ over five hours (SCAQMD Rule 403 control requirement).

Toxic Air Contaminants

The determination of the significance of toxic air contaminants shall be made on a case-by-case basis, considering the following factors:

- The regulatory framework for the toxic material(s) and process(es) involved;

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[2] *Ibid.*

[3] *Where the CO standard is exceeded at the intersection, a project would result in a significant impact if the incremental increase due to the project is equal to or greater than 1.0 ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard.*

[4] *South Coast Air Quality Management LST Methodology: http://www.aqmd.gov/ceqa/handbook/lst/Method_final.pdf*

- The proximity of the toxic air contaminants to sensitive receptors;
- The quantity, volume and toxicity of the contaminants expected to be emitted;
- The likelihood and potential level of exposure; and
- The degree to which project design will reduce the risk of exposure.

Based on these guidelines, the project would have a significant impact from toxic air contaminants, if:

- On-site stationary sources emit carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of ten in one million or an acute or chronic hazard index of one;[5]
- Hazardous materials associated with on-site stationary sources result in an accidental release of air toxic emissions or acutely hazardous materials posing a threat to public health and safety; or
- The project would be occupied primarily by sensitive individuals within 0.25 mile of any existing facility that emits air toxic contaminants which could result in a health risk for pollutants identified in District Rule 1401.[6]

Global Climate Change and Greenhouse Gases (GHGs)

Greenhouse gasses (GHGs) are those compounds in the Earth's atmosphere which play a critical role in determining the Earth's surface temperature. Specifically, these gasses allow high-frequency solar radiation to enter the Earth's atmosphere, but retain the low frequency energy which is radiated back from the Earth to space, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Increased concentrations of GHGs in the Earth's atmosphere are thought to be linked to global climate change, such as rising surface temperatures, melting icebergs and snowpack, rising sea levels, and the increasing frequency and magnitude of severe weather.

[5] *SCAQMD Risk Assessment Procedures for Rules 1401 and 212, November 1998.*

[6] *SCAQMD, CEQA Air Quality Handbook, Chapter 6 (Determining the Air Quality Significance of a Project), 1993.*

GHGs include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Carbon dioxide is the most abundant GHG. Other GHGs are less abundant, but have higher global warming potential than CO_2. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2E. GHGs are the result of natural and anthropogenic activities. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions. According to the California Energy Commission (CEC), emissions from fossil fuel consumption represent approximately 81 percent of all GHG emissions and transportation creates 41 percent of all GHG emissions in the United States.[7]

Our understanding of the fundamental processes responsible for global climate change has improved over the past decade, and our predictive capabilities are advancing. However, there remain significant scientific uncertainties, for example, in predictions of local effects of climate change, occurrence of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of the Earth climate system, the uncertainty in its description and in the prediction of changes may never be completely eliminated. Because of these uncertainties, there continues to be significant debate over the extent to which increased concentrations of greenhouse gases have caused or will cause climate change, and over the appropriate actions to limit and/or respond to climate change.

In response to growing scientific and political concern with global climate change, California has recently adopted a series of laws to reduce emissions of GHGs to the atmosphere from commercial and private activities within the State. In September 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493, requiring the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State. However, setting emission standards on automobiles is solely the responsibility of the federal EPA. The CAA allows States to set state-specific emission standards on automobiles if they first obtain a waiver from the USEPA. The USEPA has not yet ruled on California's request for a waiver, thereby possibly delaying CARB's proposed implementation schedule.

[7] *http://www.energy.ca.gov/2006publications/CEC-600-2006-013/CEC-600-2006-013-SF.PDF*

In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB32, into law. AB32 commits the State to achieving the following:

- 2000 GHG emission levels by 2010 (a reduction of 11 percent below business as usual)
- 1990 levels by 2020 (25 percent below business as usual)
- 80 percent below 1990 levels by 2050

To achieve these goals, AB32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce Statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. Senate Bill (SB) 1368, a companion bill to AB32, requires the California Public Utilities Commission (PUC) and CEC to establish GHG emission performance standards for the generation of electricity. These standards will also apply to power that is generated outside of California and imported into the State. CARB's list of discrete early action measures that can be adopted and implemented before January 1, 2010 was approved on June 21, 2007. In April 2007, CARB released a draft report with three of these proposed discrete early action measures, which are focused on major State-wide contributing sources and industries, not on individual development projects or practices. These three measures are: 1) a low-carbon fuel standard; 2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and 3) increased methane capture from landfills.

There has also been activity at the federal level with respect to the regulation of GHGs. In Massachusetts v. Environmental Protection Agency (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that that not only did the EPA have authority to regulate greenhouse gases, but that the EPA's reasons for not regulating this area did not fit the statutory requirements. As such, the U.S. Supreme Court ruled that the EPA should be required to regulate CO_2 and other greenhouse gases as pollutants under the Clean Air Act. To date, the EPA has not developed a regulatory program for greenhouse gas emissions.

No air agency, including the SCAQMD, or municipality, including the City of Los Angeles, has yet established project-level significance thresholds for GHGs emissions. Thus, emissions of GHGs should not be used to determine significance under CEQA. Furthermore, the regulations required to meet the goal under AB32 of reducing emissions to 1990 levels by 2010 are still under development, expected to be finalized by January 1, 2008, and implemented no

later than January 1, 2010. At this time, there is no single criterion by which the implementation of a project can be judged to support or hinder attainment of the State's goals.

The City of Los Angeles recently published *"Green LA, An Action Plan to Lead the Nation in Fighting Global Warming" (LA Green Plan)*, outlining the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the LA Green Plan, the City of Los Angeles is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels. To achieve this, the City will:

- Increase the generation of renewable energy;
- Improve energy conservation and efficiency; and
- Change transportation and land use patterns to reduce dependence on automobiles.

The extent to which the proposed project supports the City's goals will be discussed qualitatively.

3.2 METHODOLOGY

Construction – Regional and Local

Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from demolition and grading activities. Mobile source emissions, primarily NO_X, would result from the use of construction equipment such as excavators, bulldozers, and wheeled loaders. During the finishing phase, paving operations and the application of architectural coatings (i.e., paints) and other building materials would release volatile organic compounds. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources. The equipment mix and construction duration for each phase is detailed in Appendix A of this Technical Report.

Mass daily emissions during construction were forecasted by developing a reasonable estimate of construction schedule and phasing, and applying the mobile-source and fugitive dust emissions factors derived from URBEMIS 2002.[8] Emissions for $PM_{2.5}$ are not calculated directly by URBEMIS 2002. Activity specific factors need to be applied to the calculated PM_{10} emissions.[9] An emission factor of 21 percent, 89 percent and 99 percent was applied to earth moving equipment, off-road equipment, and on-road equipment respectively. Details are presented in Appendix A. The URBEMIS 2002 model separates the construction process into three stages. The first stage is building demolition with emissions resulting from demolition dust, any debris haul truck trips, equipment exhaust, and worker commute exhaust. The second stage of construction is site preparation (e.g., grading) with emissions resulting from fugitive dust, equipment exhaust, and worker commute exhaust. Emissions from the third stage of construction include equipment exhaust from building construction and asphalt paving, VOC emissions from architectural coating and asphalt paving, and worker commute exhaust. A complete listing of the construction equipment by phase and construction phase duration assumptions used in this analysis is included within the URBEMIS 2002 printout sheets that are provided in Appendix A of this Technical Report.

Emissions for the localized construction air quality analysis were compiled using localized significance thresholds methodology promulgated by the SCAQMD. Similar to regional emissions, localized on-site emissions were calculated using URBEMIS 2002. LST lookup tables for localized emissions were developed based upon the size or total area of the emissions source, the ambient air quality in each source receptor area, and the distance to the sensitive receptor. However, LST lookup tables are developed for projects that are 5 acres or less. LST methodology recommends performing dispersion modeling for projects larger than 5 acres.

LSTs for CO and NO_2 were derived by adding the incremental emissions impacts from the project activity to the peak background NO_2 and CO concentrations and comparing the total concentration to the most stringent air quality standards. Construction PM_{10} LSTs were derived using a dispersion model to back-calculate the emissions necessary to exceed a concentration equivalent to 50 $\mu g/m^3$ over five hours, which is the SCAQMD Rule 403 control requirement.

[8] *URBEMIS 2002 is an emissions estimation/evaluation model developed by the CARB that is based, in part, on SCAQMD* CEQA Air Quality Handbook *guidelines and methodologies.*

[9] *$PM_{2.5}$ Calculation Methodology was adopted by SCAQMD in October 2006.*

Operations – Regional and Local

Mobile-source emissions were calculated using the URBEMIS 2002 emissions inventory model, which multiplies the estimated daily vehicle miles traveled by applicable EMFAC2007 emissions factors. The URBEMIS 2002 model output and worksheets for calculating regional operational daily emissions are provided in Appendix A of this report. Similar to construction impacts, $PM_{2.5}$ fractions need to be applied to the URBEMIS 2002 operational emission output data. A $PM_{2.5}$ emission factor of 99 percent must be applied to all stationary operational equipment and on-road mobile sources. These emissions were calculated conservatively based on the worst-case scenario and were added to the operational emission tables contained in this report. Stationary-source emissions were compiled using procedures outlined in the SCAQMD Handbook.

Toxic Air Contaminants (TAC) Impacts - Construction and Operations

Potential TAC impacts are evaluated by conducting a screening-level analysis followed by a more detailed analysis (i.e., dispersion modeling) if necessary. If it is determined that the proposed project would introduce a new source, or modify an existing TAC emissions source, then downwind sensitive receptor locations are identified and a Tier 1 screening level analysis is conducted. The Tier 1 analysis determines health risk based on pollutant screening levels, which are determined based on distance to sensitive receptors and toxic content in fuels.

Global Climate Change and Greenhouse Gases (GHGs)

As stated above, there are no numerical thresholds to determine a project's potential to impact Global Climate Change from an incremental increase in GHGs. Thus, the methodology is to review project features, such as energy and VMT reduction measures, to determine, qualitatively, if the implementation of this project will help or hinder the State in obtaining its goal of reducing GHG emissions to 1990 levels by 2020.

3.3 AIR QUALITY IMPACT ANALYSIS

3.3.1 Regional Construction Impacts

Emissions were evaluated using conservative estimates, representing a worst case day. Table 1 on page 13 displays emission data from construction of the proposed project. Construction phases such as site grading and building construction are not expected to take place sequentially and not overlap each other. In order to present the worst case scenario, emissions

from all construction phases were calculated and compared to thresholds. Also, two grading scenarios were proposed for the project both of which were analyzed. The first scenario is over excavation and recompaction which would require approximately 120,000 cubic yards of soil movement. The second scenario involves trenching only without excavation which would require approximately 4,900 cubic yards of soil movement. All other phases such as demolition and building construction would remain constant. The duration of site preparation between the two scenarios would be proportional to the amount of soil movement. As shown in Table 1, construction-related daily (short-term) emissions would exceed SCAQMD significance thresholds for NOx but would remain below thresholds for VOC, PM_{10}, $PM_{2.5}$, CO, and SOx. Thus, regional construction emissions would result in a significant short-term air quality impact and mitigation measures would be required.

3.3.2 Localized Construction Impacts

As mentioned previously, the localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided in the LST document are not applicable to this project since it is larger than 5 acres in size. Thus, the localized effects from the on-site construction emissions of pollutants were analyzed using the ISCST3 dispersion model. The results of the dispersion modeling are presented in Table 2 on page 15. As shown in Table 2, $PM_{2.5}$, CO and NO_2 concentrations would remain below thresholds, but PM_{10} concentrations would exceed thresholds under the over excavation scenario. Thus, localized construction pollutant concentrations would result in a significant short-term air quality impact and mitigation measures would be required.

3.3.3 Construction Related Toxic Air Contaminants

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively short-term construction schedule of 16 months, the proposed project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions with no residual emissions after construction and corresponding individual cancer risk. As such, project-related toxic emission impacts during construction would not be significant.

Table 1

Unmitigated Construction Emissions [a]
(pounds/day)

Stage	CO	NO_X	PM_{10} [b]	$PM_{2.5}$	VOC	SO_X
Scenario 1 (Over Excavation/Recompaction)						
Demolition	76	80	7	3	10	0
Site Preparation	123	90	25	7	15	0
Building Erection/Finishing	160	107	4	3	54	<1
Maximum Regional Emissions	160	107	25	7	54	0
Regional Construction Daily Significance Threshold	550	100	150	55	75	150
Over/(Under)	(390)	7	(125)	(48)	(21)	(150)
Exceed Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
Scenario 2 (Trenching)						
Demolition	76	80	7	3	10	<1
Site Preparation	60	42	2	1	7	<1
Building Erection/Finishing	160	107	4	3	54	<1
Maximum Regional Emissions	160	107	7	3	54	0
Regional Construction Daily Significance Threshold	550	100	150	55	75	150
Over/(Under)	(390)	7	(143)	(52)	(21)	(150)
Exceed Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**

[a] *Compiled using the URBEMIS 2002 emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix A of this Technical Report.*

[b] *PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.*

Source: PCR Services Corporation, 2007.

3.3.4 Regional Operations Impacts

Regional air pollutant emissions associated with project operations would be generated by the consumption of electricity and natural gas, and by the operation of on-road vehicles. Pollutant emissions associated with energy demand (i.e., electricity) are classified by the SCAQMD as regional stationary source emissions. Electricity is considered an area source since it is produced at various locations within, and outside of the Basin. Since it is not possible to isolate where electricity is produced, these emissions are conservatively considered to occur within the Basin and are regional in nature. Criteria pollutant emissions associated with the production and consumption of energy were calculated using emission factors from the SCAQMD's CEQA Air Quality Handbook (Appendix to Chapter 9) and URBEMIS 2002. The project site currently consists mainly of residential uses as well as retail and light industrial uses. Existing operational emissions were calculated and compared to the operational emissions of the proposed project. Mobile-source emissions were calculated using the URBEMIS 2002 emissions

inventory model, which multiplies an estimate of daily vehicle miles traveled (VMT) by applicable EMFAC 2007 emissions factors. The URBEMIS 2002 model output and worksheets for calculating existing and project regional operational daily emissions are provided in Appendix A of this Technical Report. As shown in Table 3 on page 16, regional emissions resulting from the proposed Project would not exceed regional SCAQMD thresholds for NO_x, VOC, PM_{10}, $PM_{2.5}$, CO or SO_x. As such, project-related impacts during operation of facility would be less than significant and no mitigation measures are required.

Table 2

Unmitigated Local Construction Impacts

Maximum Construction Emissions - Phases[a]	1-hr CO (µg/m^3)	8-hr CO (µg/m3)	1-hr NO_2 (µg/m^3)	24-hr PM_{10} (µg/m^3)	24-hr $PM_{2.5}$ (µg/m^3)
Scenario 1 (Over Excavation and Recompaction)[b]					
Project Concentration	840	202	64	19	7
Localized Threshold	14,950	3,444	170	10.4	10.4
Over/(Under)	(14,110)	(3,242)	(106)	9	(3)
Exceed Threshold?	No	No	No	**Yes**	No
Scenario 2 (Trenching)[b]					
Project Concentration	840	202	64	1	1
Localized Threshold	14,950	3,444	170	10.4	10.4
Over/(Under)	(14,110)	(3,242)	(106)	(9)	(10)
Exceed Threshold?	No	No	No	No	No

[a] *Maximum CO and NOx emissions occur during Building Construction. Maximum PM_{10} and $PM_{2.5}$ occur during Site Grading.*

Source: PCR Services Corporation, 2007

3.3.5 Localized Operational Impacts

The SCAQMD recommends performing a CO hotspots analysis if the volume to capacity (V/C) ratio increases by two percent or more as a result of a proposed project for intersections rated D or worse or if the LOS declines from C to D. As detailed in the Traffic Study prepared by Katz, Okitsu and Associates, project traffic volumes would meet these criteria at three intersections.

Table 3

Operational Emissions
(pounds/day)

Emission Source	CO	NO_X	PM_{10}	$PM_{2.5}$	VOC	SO_X
Existing						
On Road Mobile Sources [a,]	74	9	10	2	7	<1
Area Source [c]	1	2	<1	<1	8	<1
Stationary Sources [b]	<1	<1	2	<1	<1	<1
Total Existing	76	11	12	3	16	<1
Project						
On Road Mobile Sources [a,]	269	33	36	9	48	<1
Area Source [c]	2	2	<1	<1	4	<1
Stationary Sources [b]	<1	<1	1	<1	<1	<1
Total Project	271	35	37	9	51	<1
Total Net	195	25	25	6	36	<1
SCAQMD Daily Significance Threshold	550	55	150	55	55	150
Over (Under)	**(355)**	**(30)**	**(125)**	**(49)**	**(19)**	**(150)**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

[a] *Mobile emissions calculated using the URBEMIS 2002 emissions model. Model output sheets are provided in Appendix A of this Technical Report.*

[b] *Emissions due to project-related electricity generation, calculated based on guidance provided in the SCAQMD's CEQA Air Quality Handbook. Worksheets are provided in Appendix A of this Technical Report.*

[c] *Area sources include landscape equipment emissions and miscellaneous sources (e.g., detergents, cleaning compounds, glues, polishes, and floor finishes).*

Sources: PCR Services Corporation, 2007.

CO concentration levels were forecasted at the intersections using the CALINE4 dispersion model developed by the California Department of Transportation, using peak-hour traffic volumes and conservative meteorological assumptions. Conservative meteorological conditions include low wind speed, stable atmospheric conditions, and the wind angle producing the highest CO concentrations for each case. CO concentrations were modeled under the future (2011) No Project and with Project conditions. As shown in Table 4 on page 17, project-generated traffic volumes are forecasted to have a negligible effect on the projected 1-hour and 8-hour CO concentrations at these intersection locations. Since a significant impact would not occur at the intersections which operate at the highest V/C ratio, no significant impact would occur at any other analyzed roadway intersections as a result of Project-generated traffic volumes. Thus, the proposed Project would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.

Table 4

Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period[a]	Maximum 1-Hour 2011 Base Concentration [b] (ppm)	Maximum 1-Hour 2011 w/ Project Concentration [c] (ppm)	Significant 1-Hour Impact [d]	Maximum 8-Hour 2008 Base Concentration [e] (ppm)	Maximum 8-Hour 2008 w/ Project Concentration [f] (ppm)	Significant 8-Hour Impact [d]
Hoover Street and	AM	6.6	6.7	NO	5.4	5.4	NO
Gage Avenue	PM	6.5	6.6	NO	5.4	5.4	NO
Hoover Street and	AM	6.6	6.7	NO	5.4	5.5	NO
Slauson Avenue	PM	6.8	6.9	NO	5.5	5.6	NO
Vermont Avenue and	AM	6.7	7.0	NO	5.6	5.7	NO
Slauson Avenue	PM	7.0	7.1	NO	5.7	5.7	NO

ppm = parts per million.

[a] *Peak hour traffic volumes are based on the Traffic Impact Study prepared by Katz, Okitsu and Associates, May 2007*

[b] *SCAQMD 2011 1-hour ambient background concentration (5.1 ppm) + 2011 Base traffic CO 1-hour contribution.*

[c] *SCAQMD 2011 1-hour ambient background concentration (5.1 ppm) + 2011 w/ Project traffic CO 1-hour contribution.*

[d] *The most restrictive standard for 1-hour CO concentrations is 20 ppm and for 8-hour concentrations is 9.0 ppm.*

[e] *SCAQMD 2011 8-hour ambient background concentration (4.6 ppm) + 2011 Base traffic CO 8-hour contribution.*

[f] *SCAQMD 2011 8-hour ambient background concentration (4.6 ppm) + 2011 w/ Project traffic CO 8-hour contribution.*

Source: PCR Services Corporation, 2007.

3.3.6 Operation Related Toxic Air Contaminants

Operational air toxics result from both mobile and stationary sources. The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulates and has provided guidance for analyzing mobile source diesel emissions.[10] However, operation of a high school would not generate a substantial increase in emissions from mobile sources. The operation of a high school would not include any substantial sources of toxic air emissions, therefore, the emissions of TACs would be considered less than significant.

The project may require school buses for student transportation. In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to limit heavy duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs and air pollutants. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds which are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel fueled commercial vehicles to idle for more than 5 minutes at any given time. Potential localized air toxic impacts from on-site sources of diesel particulate emissions would be minimal since only a limited number of school buses would access the Project site, and the trucks that do visit the site would not idle on the Project site for

[10] *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.*

extended periods of time. Based on the limited activity of the toxic air contaminant sources, the proposed Project would not warrant the need for a health risk assessment associated with on-site activities, and, in this regard, potential air toxic impacts would be less than significant.

Global Climate Change and Greenhouse Gases (GHGs)

AB32 mandates that the State implement programs, develop strategies, and adopt regulations to reduce GHG emissions to 1990 levels by 2020 on a State-wide basis. Most of the specific regulations and programs are still under development. However, the State has already promulgated AB1493 which will reduce emission from passenger vehicles starting with 2009 model year vehicles. As newer vehicles replace older, more polluting vehicles in the publicly owned fleet, GHG emission will continue to be reduced from current levels. However, the rate of public acceptance of new technology is nearly impossible to predict. In addition the City of Los Angeles, in its recently released "Green LA, An Action Plan to Lead the Nation in Fighting Global Warming" (LA Green Plan), has established considerable reduction targets for decreasing emissions from Department of Water and Power electrical generation and imported power. The implementation schedule has not yet been established. For these reasons, there remains too much uncertainty to estimate emissions of GHG on the project level.

Because the primary sources of GHGs with implementation of the project would be power generation/use and vehicles, project features to reduce these emissions were analyzed. One of the guiding principals for the LAUSD in proposing to build new schools is that it "gives students the opportunity to attend schools in their own neighborhood, [and] reduces the need for long bus rides." In addition, the LAUSD program "builds new schools near parks and libraries to make schools the centers of their communities."

Currently many schools in LAUSD are overcrowded. These schools rely on year round schedules and portable classrooms to accommodate extra students. The California Air Resources Board (CARB) and Department of Health Services reports that almost 33% of classrooms in California are portable. Energy consumption in portable classrooms are much less efficient than classrooms housed in traditional buildings due to stand alone heating and cooling systems that are often inefficient and poorly maintained. Poorly maintained systems can result in increased energy use due to dirty filters. Also, newer buildings would benefit from increased energy efficiency from newer building materials such as and insulation and double paned windows. Many schools that are not considered over-crowded also use portables in order to house students as portables are often included in the total number of students a campus can support.

Concept 6 schools are schools that operate on a year-round system that is designed to accommodate the maximum number of students. Three tracks rotate through classrooms with

two tracks in school at any given time. This means that heating and air conditioning systems must function year round, buses and cars must deliver students to campus year-round, and each school day is longer increasing the number of hours the school is operational each day. LAUSD operated 130 Concept 6 schools enrolling 255,431 students in the 2004-2005 school year. The district is required to eliminate all Concept 6 schools by July 1, 2012 as part of the *Williams* settlement.

Concept 6 schools increase energy use by holding school during the hottest months in Los Angeles. The Summer season, as defined by peak heating and cooling months, is 6 months long, whereas the winter season is only 3 months long. In the remaining three months it is assumed that neither heating nor air conditioning will be required on a constant basis.

This proposed High School is consistent with these goals, which will reduce vehicle miles traveled, and the resultant GHGs as compared to existing levels. In addition, newer building materials and codes will improve the energy efficiency of LAUSD schools, as compared to existing facilities. In addition, the new buildings will decrease the use of portables. Therefore, the proposed project is consistent with Smart Growth principals and would help the State meet its goal of reducing emissions of GHGs.

Emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is not possible to predict the specific impact, if any, to global climate change from one project's relatively small incremental increase in emissions.

3.3.7 Cumulative

As provided earlier in Table 1 on page 13 and Table 2 on page 16, regional burden emissions calculated for project construction and operations are less than the applicable SCAQMD daily significance thresholds, which are designed to assist the region in attaining the applicable State and national ambient air quality standards. These standards apply to both primary (criteria and precursor) and secondary pollutants (ozone). Although the project site is located in a region that is in non-attainment for ozone, PM_{10} and $PM_{2.5}$, the emissions associated with the project by itself would not be cumulatively considerable as the emissions would fall below SCAQMD daily significance thresholds. In addition, the project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants.

Cumulative air quality impact analysis take into consideration related projects in the vicinity that may be constructed concurrently with the proposed project. LAUSD's SCAQMD

Table 5

Related Projects within One Mile Radius of Proposed Project

Project Name	Address	Land Use	Intensity/ Amount	Units
Fast Food Restaurant	5837 S Vermont Ave	Fast Food Restaurant	3.7	ksf
Los Angeles County Office Park	Slauson Ave & S Los Angeles	Office	447.5	ksf
LAUSD - CRES #16	57th St & S Main St	Elementary School	675	students
LAUSD - SRES #6	Slauson Ave & Main St	Elementary School	950	students
Private School Expansion	5506 S Vermont Ave	Private School K-8	13.7	ksf

Source: Traffic Impact Study – LAUSD South Los Angeles Area New High School #3, Katz, Okitsu and Associates, 2007

approved approach to determining cumulative air quality impacts is to determine whether or not there are related LAUSD projects in the vicinity of the project under consideration, within approximately one mile.[11] In order to assess cumulative air quality impacts, related projects within a one mile radius of the project site were analyzed for both cumulative construction and operational emissions. Cumulative construction emissions were calculated assuming that related projects would be constructed concurrently with the proposed project. Since detailed construction data (schedule, equipment mix, etc.) may not available for related projects within a one mile radius, emissions were calculated based construction equipment and schedule typically associated with the related project land use. Construction emissions were calculated for each related project using URBEMIS2002 or previously analyzed projects using the most up to date methodology. Operational emissions were also calculated with URBEMIS2002 using trip generation and amount of land use associated with each related project.

A total of five related projects within one mile of the proposed project are shown in Table 5. Cumulative construction and operational emissions for each related project is provided in Tables 6 and 7. As shown in Table 6, construction operational emissions exceed SCAQMD thresholds for NO_x, but would remain below thresholds for all other pollutants. Operational emissions shown in Table 7 would exceed thresholds for CO, NOx and VOCs. As such, cumulative impacts would be significant and unavoidable.

[11] *Steve Smith, Written Communication, SCAQMD, July 20, 2005.*

Table 6

Cumulative Construction Emissions [a]
(pounds/day)

Stage	CO	NO_X	PM_{10} [b]	$PM_{2.5}$	VOC	SO_X
SLAHS No. 3 (Site Preparation)	123	90	25	14	15	<1
CRES No. 16 (Construction)[b]	35	21	1	1	14	<1
SRES No. 6 (Construction)[b]	50	30	1	1	19	<1
Fast Food Restaurant[c]	31	64	4	4		<1
Los Angeles County Office Park[d]	41	90	6	5		<1
Private School Expansion[b]	9	5	<1	<1	4	<1
Maximum Cumulative Construction Regional Emissions	233	250	12	11	63	<1
Regional Construction Daily Significance Threshold	550	100	150	55	75	150
Over/(Under)	(317)	150	(138)	(44)	(12)	(150)
Exceed Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**

[a] *Worst case daily emissions are expected to occur during project site preparation and overlap with construction of related projects*
[b] *Based on construction emissions from LAUSD South Region Span K–8 No. 1 School EIR, January 2007*
[c] *Based on SCAQMD Sample Construction Scenario for 1-acre site (http://www.aqmd.gov/ceqa/handbook/LST/LST.html)*
[d] *Based on SCAQMD Sample Construction Scenario for 5-acre site (http://www.aqmd.gov/ceqa/handbook/LST/LST.html)*

Source: PCR Services Corporation, 2007.

Table 7

Cumulative Operational Emissions
(pounds/day)

Emission Source	CO	NO_X	PM_{10}	VOC	SO_X	$PM_{2.5}$
Related Projects						
On Road Mobile Sources [a]	718	95	91	73	1	23
Area Source [c]	7	5	<1	9	<1	<1
Stationary Sources [b]	4	1	20	1	3	1
Related Projects Total	727	100	111	83	3	24
Proposed Project Total	195	25	25	36	<1	6
Cumulative Total	922	125	136	119	3	30
SCAQMD Daily Significance Threshold	550	55	150	55	150	150
Over (Under)	**372**	**70**	**(14)**	**64**	**(147)**	**(120)**
Significant?	**Yes**	**Yes**	**No**	**Yes**	**No**	**No**

[a] *Mobile emissions calculated using the URBEMIS 2002 emissions model. Model output sheets are provided in Appendix A of this Technical Report.*

[b] *Emissions due to project-related electricity generation, calculated based on guidance provided in the SCAQMD's CEQA Air Quality Handbook. Worksheets are provided in Appendix A of this Technical Report.*

[c] *Area sources include landscape equipment emissions and miscellaneous sources (e.g., detergents, cleaning compounds, glues, polishes, and floor finishes).*

Sources: PCR Services Corporation, 2007.

Global Climate Change and Greenhouse Gases (GHGs)

As stated above, an increase in the generation and emission of GHGs is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change that causes adverse environmental effects. The State has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though State-wide population and commerce is predicted to continue to expand. Due to the uncertainties in quantification methods and inability to predict the effectiveness of regulatory efforts still under development, it is unclear if the project will result in an actual increase in GHG emissions. The State of California and City of Los Angeles have accounted for increases in population and the accompanying demand for schools. The net emission increases associated with the implementation of the proposed project are not the result of an unplanned level of development; rather this project is needed to help meet the anticipated increase in demand and does not represent significant new sources of GHG emissions. For these reasons, the proposed project's impact to the cumulative effect of global climate change is considered to be less than significant.

3.4 MITIGATION MEASURES

The following mitigation measures are (1) intended to implement requirements of SCAQMD Rule 403 (Fugitive Dust) and (2) set forth a program of air pollution control strategies designed to reduce the proposed Project's air quality impacts to the extent feasible during construction.

a. Construction

Mitigation Measure D-1: General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403 with additional watering.

Mitigation Measure D-2: All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

Mitigation Measure D-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. In addition to complying with CARB's ATCM, construction trucks and vehicles in loading and unloading queues would turn their engines off when not in use to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Mitigation Measure D-4: Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.

Mitigation Measure D-5: All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.

Mitigation Measure D-6: The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations**.**

b. Operation

The Project would not result in any significant impacts during Project operations. As such, no mitigation measures are necessary.

3.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

a. Construction

Implementation of the mitigation measures described above would reduce construction emissions for all pollutants. However, as shown in Table 8, the project would remain in exceedance of the SCAQMD regional significance thresholds for NO_x during the most intense construction period. As such, project construction would continue to result in a significant regional impact even with incorporation of all feasible mitigation measures.

Implementation of the mitigation measures described above would reduce localized PM_{10} emissions by 39 percent and $PM_{2.5}$ emissions by 23 percent. Dispersion modeling was run for the mitigated case of Scenario 1 (Over Excavation), which as a localized PM_{10} impact. Even with incorporation of mitigation measures, the maximum offsite unmitigated PM_{10} concentration of 19.4 $\mu g/m^3$ would be reduced to 12.3 $\mu g/m^3$, still above the 10.4 $\mu g/m^3$ threshold. $PM_{2.5}$ would be reduced from 7.0 $\mu g/m^3$ to 4.0 $\mu g/m^3$. This impact occurs at residential uses adjacent to the project site on the south-west. The ISCST modeled potential impacts are based on a set of conservative assumptions that incorporate worst-case 1981 SCAQMD mandated meteorological conditions and maximum daily PM_{10} emissions occurring every day throughout the entire modeled year. Therefore, if grading activities during occurred for the entire year, although excavation is only expected to occur for several months, at the maximum rate of activity, the model predicts that one day out of 365 days an off-site concentration could be as high as 19.4 $\mu g/m^3$ for PM_{10} and 7.0 $\mu g/m^3$ for $PM_{2.5}$.

Actual construction activities on average would typically occur at a somewhat reduced level compared to the maximum predicted day and would have a corresponding reduction in pollutant emissions. Therefore, the modeled set of conservative assumptions likely overstates the potential localized impacts. However, the conclusion remains that project impacts during construction would be significant and unavoidable even with incorporation of all feasible mitigation measures.

No notable impacts related to TAC emissions during construction are anticipated to occur for the proposed Project. As such, potential impacts would be less than significant.

The proposed Project is not anticipated to generate a substantial amount of objectionable odor emissions during construction. Via mandatory compliance with SCAQMD Rules, no construction activities or materials are proposed that would create objectionable odors. As such, potential impacts would be less than significant.

Table 8

Mitigated Construction Emissions [a]
(pounds/day)

Stage	CO	NO_X	PM_{10} [b]	$PM_{2.5}$	VOC	SO_X
Scenario 1 (Over Excavation/Recompaction)						
Demolition	72	77	7	3	9	<1
Site Preparation	117	85	17	6	14	<1
Building Erection/Finishing	153	102	3	3	53	<1
Maximum Regional Emissions	153	102	17	6	53	0
Regional Construction Daily Significance Threshold	550	100	150	55	75	150
Over/(Under)	(397)	2	(133)	(49)	(22)	(150)
Exceed Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
Scenario 2 (Trenching)						
Demolition	72	77	7	3	9	<1
Site Preparation	57	40	2	1	7	<1
Building Erection/Finishing	153	102	3	3	53	<1
Maximum Regional Emissions	153	102	7	3	53	0
Regional Construction Daily Significance Threshold	550	100	150	55	75	150
Over/(Under)	(397)	2	(143)	(52)	(22)	(150)
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[a] *Compiled using the URBEMIS 2002 emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix A of this Technical Report. Mitigation Measures include keeping engines properly tuned and watering exposed surfaces 3x daily.*

[b] *PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.*

Source: PCR Services Corporation, 2007.

b. Operation

During this operational phase, the proposed Project would not result in regional emissions that exceed the SCAQMD significance threshold. Thus, impacts are concluded to be less than significant for these pollutants.

No significant impacts related to local CO concentrations would occur for the proposed Project. Project development would be consistent with the air quality polices set forth in the SCAQMD's AQMP and the Los Angeles General Plan Air Quality Element, resulting in an impact that is less than significant.

The proposed Project is not anticipated to include any notable TAC emission sources. As such, potential impacts from proposed Project TAC emissions would be less than significant.

Via compliance with industry standard odor control practices, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines, potential impacts that could result from any potential odor source would be less than significant.

APPENDIX A
AIR QUALITY WORKSHEETS AND OUTPUT FILES

LAUSD South Los Angeles High School No. 3

Air Quality Assessment Files

Provided by PCR Services Corporation

June 2007

- Regional Construction Emissions
  - URBEMIS2002 Output Files
- Local Construction Emissions
  - Contour Plots (Industrial Source Complex)
- Operational Emissions
  - URBEMIS2002 Output Files
- Localized CO Hotspots Analysis
- Cumulative Analysis

Construction Emissions

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Construction\Construction - Scenario 1 - Part 1 (Mitigated).urb
Project Name: LAUSD South Region HS No. 3 (Scenario 1) - Construction
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: June, 2008
Construction Duration: 17
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 151470

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	4.00	-	4.00
Off-Road Diesel	8.11	55.84	63.94	-	2.20	2.20	0.00
On-Road Diesel	0.96	21.00	3.59	0.04	0.50	0.41	0.09
Worker Trips	0.14	0.18	3.46	0.00	0.02	0.01	0.01
Maximum lbs/day	9.21	77.02	70.99	0.04	6.72	2.62	4.10
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	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	9.21	77.02	70.99	0.04	6.72	2.62	4.10

*** 2009***

Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	4.00	-	4.00
Off-Road Diesel	8.11	53.55	65.63	-	2.08	2.08	0.00
On-Road Diesel	0.89	19.08	3.32	0.04	0.46	0.37	0.09
Worker Trips	0.14	0.17	3.41	0.00	0.02	0.01	0.01
Maximum lbs/day	9.14	72.80	72.36	0.04	6.56	2.46	4.10
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	36.11	-	36.11
Off-Road Diesel	13.89	85.39	116.62	-	2.97	2.97	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.04	0.02	0.49	0.00	0.01	0.00	0.01
Maximum lbs/day	13.93	85.41	117.11	0.00	39.09	2.97	36.12
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Max lbs/day all phases	9.14	72.80	72.36	0.04	6.56	2.46	4.10

Construction-Related Mitigation Measures

Phase 1: Off-Road Diesel Exhaust: Keep engines properly maintained
Percent Reduction(ROG 5% NOx 5% CO 5% SO2 5% PM10 5%)
Phase 2: Soil Disturbance: Compliance with Rule 403 with Extra Watering
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 66%)
Phase 2: Off-Road Diesel Exhaust: Keep engines properly maintained
Percent Reduction(ROG 5% NOx 5% CO 5% SO2 5% PM10 5%)

Phase 3 - Building Construction Assumptions: Phase Turned OFF
Start Month/Year for Phase 1: Jun '08
Phase 1 Duration: 8 months
Building Volume Total (cubic feet): 2399000
Building Volume Daily (cubic feet): 9520
On-Road Truck Travel (VMT): 882
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Other Equipment	190	0.620	6.0
2	Rough Terrain Forklifts	94	0.475	6.0
1	Rubber Tired Dozers	352	0.590	6.0
1	Rubber Tired Loaders	165	0.465	6.0
1	Tractor/Loaders/Backhoes	79	0.465	6.0

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Feb '09
Phase 2 Duration: 9 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Off Highway Trucks	417	0.490	6.0
1	Rubber Tired Dozers	352	0.590	6.0
1	Rubber Tired Loaders	165	0.465	6.0
2	Scrapers	313	0.660	6.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Demolition Truck Haul Capacity changed from 20 to 12
Site Grading Fugitive Dust Option changed from Level 1 to Level 2
Phase 1 mitigation measure Off-Road Diesel Exhaust: Keep engines properly maintained
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Compliance with Rule 403 with Extra Watering
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Keep engines properly maintained
has been changed from off to on.

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South Region HS No 3 (EIR)\Construction\Construction - Scenario 1 - Part 1.urb
Project Name: LAUSD South Region HS No. 3 (Scenario 1) - Construction
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

*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	9.64	79.96	74.36	0.04	6.84	2.74	4.10
TOTALS (lbs/day, mitigated)	9.64	79.96	74.36	0.04	6.84	2.74	4.10

*** 2009 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	14.66	89.90	123.25	0.04	109.34	3.13	106.21
TOTALS (lbs/day, mitigated)	9.57	75.62	75.81	0.04	6.67	2.57	4.10

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South Region HS No 3 (EIR)\Construction\Construction - Scenario 1 - Part 1.urb
Project Name: LAUSD South Region HS No. 3 (Scenario 1) - Construction
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: June, 2008
Construction Duration: 17
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 151470

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	4.00	-	4.00

Off-Road Diesel	8.54	58.78	67.31	-	2.32
2.32	0.00				
On-Road Diesel	0.96	21.00	3.59	0.04	0.50
0.41	0.09				
Worker Trips	0.14	0.18	3.46	0.00	0.02
0.01	0.01				
Maximum lbs/day	9.64	79.96	74.36	0.04	6.84
2.74	4.10				

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	0.00	0.00	0.00	-	0.00
0.00	0.00				
Bldg Const Worker Trips	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00
0.00	0.00				

Max lbs/day all phases	9.64	79.96	74.36	0.04	6.84
2.74	4.10				

*** 2009***

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	4.00
-	4.00				
Off-Road Diesel	8.54	56.37	69.08	-	2.19
2.19	0.00				
On-Road Diesel	0.89	19.08	3.32	0.04	0.46
0.37	0.09				
Worker Trips	0.14	0.17	3.41	0.00	0.02
0.01	0.01				
Maximum lbs/day	9.57	75.62	75.81	0.04	6.67
2.57	4.10				

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	53.10	- 53.10
Off-Road Diesel	14.62	89.88	122.76	-	3.13	3.13 0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00 0.00
Worker Trips	0.04	0.02	0.49	0.00	0.01	0.00 0.01
Maximum lbs/day	14.66	89.90	123.25	0.00	56.24	3.13 53.11
Phase 3 - Building Construction						
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00 0.00
Bldg Const Worker Trips	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00 0.00
Max lbs/day all phases	9.57	75.62	75.81	0.04	6.67	2.57 4.10

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Compliance with Rule 403
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 50%)
Phase 3 - Building Construction Assumptions: Phase Turned OFF
Start Month/Year for Phase 1: Jun '08
Phase 1 Duration: 8 months
Building Volume Total (cubic feet): 2399000
Building Volume Daily (cubic feet): 9520
On-Road Truck Travel (VMT): 882
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Other Equipment	190	0.620	6.0
2	Rough Terrain Forklifts	94	0.475	6.0
1	Rubber Tired Dozers	352	0.590	6.0
1	Rubber Tired Loaders	165	0.465	6.0
1	Tractor/Loaders/Backhoes	79	0.465	6.0

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Feb '09
Phase 2 Duration: 9 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Off Highway Trucks	417	0.490	6.0

1	Rubber Tired Dozers	352	0.590	6.0
1	Rubber Tired Loaders	165	0.465	6.0
2	Scrapers	313	0.660	6.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Demolition Truck Haul Capacity changed from 20 to 12
Site Grading Fugitive Dust Option changed from Level 1 to Level 2
Phase 2 mitigation measure Soil Disturbance: Compliance with Rule 403 has been changed from off to on.

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File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Construction\Construction - Scenario 1 - Part 2.urb
Project Name: LAUSD South Region HS No. 3 (Scenario 1) - Construction
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: June, 2009
Construction Duration: 36
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 151470

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2009***							
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	11.73	77.07	95.06	-	2.97	2.97	0.00
Bldg Const Worker Trips	0.70	0.86	17.04	0.01	0.08	0.03	0.05
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	12.42	77.92	112.10	0.01	3.05	3.00	0.05
Max lbs/day all phases	12.42	77.92	112.10	0.01	3.05	3.00	0.05
*** 2010***							
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	11.73	73.96	97.32	-	2.71	2.71	0.00
Bldg Const Worker Trips	0.68	0.84	16.80	0.01	0.08	0.03	0.05
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	12.40	74.81	114.12	0.01	2.79	2.74	0.05
Max lbs/day all phases	12.40	74.81	114.12	0.01	2.79	2.74	0.05

*** 2011***							
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	11.73	73.96	97.32	-	2.71	2.71	0.00
Bldg Const Worker Trips	0.68	0.84	16.80	0.01	0.08	0.03	0.05
Arch Coatings Off-Gas	36.39	-	-	-	-	-	-
Arch Coatings Worker Trips	0.22	0.13	2.75	0.00	0.05	0.00	0.05
Asphalt Off-Gas	0.05	-	-	-	-	-	-
Asphalt Off-Road Diesel	5.13	32.12	42.71	-	1.15	1.15	0.00
Asphalt On-Road Diesel	0.01	0.15	0.03	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.04	0.02	0.51	0.00	0.01	0.00	0.01
Maximum lbs/day	54.24	107.23	160.12	0.01	4.01	3.90	0.11
Max lbs/day all phases	54.24	107.23	160.12	0.01	4.01	3.90	0.11

*** 2012***							
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	11.73	73.96	97.32	-	2.71	2.71	0.00
Bldg Const Worker Trips	0.68	0.84	16.80	0.01	0.08	0.03	0.05
Arch Coatings Off-Gas	36.39	-	-	-	-	-	-
Arch Coatings Worker Trips	0.22	0.13	2.75	0.00	0.05	0.00	0.05
Asphalt Off-Gas	0.05	-	-	-	-	-	-
Asphalt Off-Road Diesel	5.13	32.12	42.71	-	1.15	1.15	0.00
Asphalt On-Road Diesel	0.01	0.15	0.03	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.04	0.02	0.51	0.00	0.01	0.00	0.01
Maximum lbs/day	54.24	107.23	160.12	0.01	4.01	3.90	0.11
Max lbs/day all phases	54.24	107.23	160.12	0.01	4.01	3.90	0.11

Phase 2 - Site Grading Assumptions: Phase Turned OFF

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jun '09
Phase 3 Duration: 36 months
  Start Month/Year for SubPhase Building: Jun '09
  SubPhase Building Duration: 36 months
  Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Cranes	190	0.430	6.0
3	Other Equipment	190	0.620	6.0
2	Rough Terrain Forklifts	94	0.475	6.0
1	Rubber Tired Dozers	352	0.590	6.0
2	Tractor/Loaders/Backhoes	79	0.465	6.0

  Start Month/Year for SubPhase Architectural Coatings: Aug '11
  SubPhase Architectural Coatings Duration: 7 months
  Start Month/Year for SubPhase Asphalt: Aug '11
  SubPhase Asphalt Duration: 7 months
  Acres to be Paved: 3
  Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Other Equipment	190	0.620	6.0
1	Paving Equipment	111	0.530	6.0
1	Rollers	114	0.430	6.0
2	Rough Terrain Forklifts	94	0.475	6.0
2	Tractor/Loaders/Backhoes	79	0.465	6.0

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URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Construction\Construction - Scenario 1 - Part 2 (Mitigated).urb
Project Name: LAUSD South Region HS No. 3 (Scenario 1) - Construction
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: June, 2009
Construction Duration: 36
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 151470

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2009***							
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	11.14	73.22	90.31	-	2.82	2.82	0.00
Bldg Const Worker Trips	0.70	0.86	17.04	0.01	0.08	0.03	0.05
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	11.84	74.07	107.35	0.01	2.90	2.85	0.05
Max lbs/day all phases	11.84	74.07	107.35	0.01	2.90	2.85	0.05
*** 2010***							
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	11.14	70.26	92.45	-	2.57	2.57	0.00
Bldg Const Worker Trips	0.68	0.84	16.80	0.01	0.08	0.03	0.05
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	11.82	71.11	109.26	0.01	2.66	2.61	0.05
Max lbs/day all phases	11.82	71.11	109.26	0.01	2.66	2.61	0.05

*** 2011***

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	11.14	70.26	92.45	-	2.57	2.57	0.00
Bldg Const Worker Trips	0.68	0.84	16.80	0.01	0.08	0.03	0.05
Arch Coatings Off-Gas	36.39	-	-	-	-	-	-
Arch Coatings Worker Trips	0.22	0.13	2.75	0.00	0.05	0.00	0.05
Asphalt Off-Gas	0.05	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.87	30.51	40.57	-	1.09	1.09	0.00
Asphalt On-Road Diesel	0.01	0.15	0.03	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.04	0.02	0.51	0.00	0.01	0.00	0.01
Maximum lbs/day	53.41	101.93	153.12	0.01	3.82	3.71	0.11
Max lbs/day all phases	53.41	101.93	153.12	0.01	3.82	3.71	0.11

*** 2012***

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	11.14	70.26	92.45	-	2.57	2.57	0.00
Bldg Const Worker Trips	0.68	0.84	16.80	0.01	0.08	0.03	0.05
Arch Coatings Off-Gas	36.39	-	-	-	-	-	-
Arch Coatings Worker Trips	0.22	0.13	2.75	0.00	0.05	0.00	0.05
Asphalt Off-Gas	0.05	-	-	-	-	-	-
Asphalt Off-Road Diesel	4.87	30.51	40.57	-	1.09	1.09	0.00
Asphalt On-Road Diesel	0.01	0.15	0.03	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.04	0.02	0.51	0.00	0.01	0.00	0.01
Maximum lbs/day	53.41	101.93	153.12	0.01	3.82	3.71	0.11
Max lbs/day all phases	53.41	101.93	153.12	0.01	3.82	3.71	0.11

Construction-Related Mitigation Measures

Phase 2 - Site Grading Assumptions: Phase Turned OFF

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jun '09
Phase 3 Duration: 36 months
  Start Month/Year for SubPhase Building: Jun '09
  SubPhase Building Duration: 36 months
  Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Cranes	190	0.430	6.0
3	Other Equipment	190	0.620	6.0
2	Rough Terrain Forklifts	94	0.475	6.0
1	Rubber Tired Dozers	352	0.590	6.0
2	Tractor/Loaders/Backhoes	79	0.465	6.0

  Start Month/Year for SubPhase Architectural Coatings: Aug '11
  SubPhase Architectural Coatings Duration: 7 months
  Start Month/Year for SubPhase Asphalt: Aug '11

  SubPhase Asphalt Duration: 7 months
  Acres to be Paved: 3
  Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Other Equipment	190	0.620	6.0
1	Paving Equipment	111	0.530	6.0
1	Rollers	114	0.430	6.0
2	Rough Terrain Forklifts	94	0.475	6.0
2	Tractor/Loaders/Backhoes	79	0.465	6.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Phase 3 mitigation measure Off-Road Diesel Exhaust: Keep Engines Properly Maintained
     has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust: Keep Engines Properly Maintained
     has been changed from off to on.

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Construction\Construction - Scenario 2 - Part 1 (Mitigated).urb
Project Name: LAUSD South Region HS No. 3 (Scenario 2) - Construction
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: June, 2008
Construction Duration: 11
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 151470

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	4.00	-	4.00
Off-Road Diesel	8.11	55.84	63.94	-	2.20	2.20	0.00
On-Road Diesel	0.96	21.00	3.59	0.04	0.50	0.41	0.09
Worker Trips	0.14	0.18	3.46	0.00	0.02	0.01	0.01
Maximum lbs/day	9.21	77.02	70.99	0.04	6.72	2.62	4.10
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	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	9.21	77.02	70.99	0.04	6.72	2.62	4.10

*** 2009***

Phase 1 - Demolition Emissions							
Fugitive Dust		-	-	-	-	4.00	-
Off-Road Diesel	8.11	53.55	65.63	-	2.08	2.08	0.00
On-Road Diesel	0.89	19.08	3.32	0.04	0.46	0.37	0.09
Worker Trips	0.14	0.17	3.41	0.00	0.02	0.01	0.01
Maximum lbs/day	9.14	72.80	72.36	0.04	6.56	2.46	4.10
Phase 2 - Site Grading Emissions							
Fugitive Dust		-	-	-	-	36.11	-
Off-Road Diesel	6.71	40.14	56.69	-	1.25	1.25	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.02	0.01	0.31	0.00	0.01	0.00	0.01
Maximum lbs/day	6.73	40.15	57.00	0.00	37.37	1.25	36.12
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Max lbs/day all phases	9.14	72.80	72.36	0.04	6.56	2.46	4.10

Construction-Related Mitigation Measures

Phase 1: Off-Road Diesel Exhaust: Keep Engines Properly Maintained
Percent Reduction(ROG 5% NOx 5% CO 5% SO2 5% PM10 5%)
Phase 2: Soil Disturbance: Compliance with Rule 403
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 66%)
Phase 2: Off-Road Diesel Exhaust: Keep Engines Properly Maintained
Percent Reduction(ROG 5% NOx 5% CO 5% SO2 5% PM10 5%)
Phase 3 - Building Construction Assumptions: Phase Turned OFF
Start Month/Year for Phase 1: Jun '08
Phase 1 Duration: 8 months
Building Volume Total (cubic feet): 2399000
Building Volume Daily (cubic feet): 9520
On-Road Truck Travel (VMT): 882
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Other Equipment	190	0.620	6.0
2	Rough Terrain Forklifts	94	0.475	6.0
1	Rubber Tired Dozers	352	0.590	6.0
1	Rubber Tired Loaders	165	0.465	6.0
1	Tractor/Loaders/Backhoes	79	0.465	6.0

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Feb '09
Phase 2 Duration: 3 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Off Highway Trucks	417	0.490	6.0
1	Rubber Tired Loaders	165	0.465	6.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Demolition Truck Haul Capacity changed from 20 to 12
Site Grading Fugitive Dust Option changed from Level 1 to Level 2
Phase 1 mitigation measure Off-Road Diesel Exhaust: Keep Engines Properly Maintained has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Compliance with Rule 403 has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Keep Engines Properly Maintained has been changed from off to on.

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Construction\Construction - Scenario 2 - Part 1.urb
Project Name: LAUSD South Region HS No. 3 (Scenario 2) - Construction
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: June, 2008
Construction Duration: 11
Total Land Use Area to be Developed: 0 acres
Maximum Acreage Disturbed Per Day: 0 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 151470

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	4.00	-	4.00
Off-Road Diesel	8.54	58.78	67.31	-	2.32	2.32	0.00
On-Road Diesel	0.96	21.00	3.59	0.04	0.50	0.41	0.09
Worker Trips	0.14	0.18	3.46	0.00	0.02	0.01	0.01
Maximum lbs/day	9.64	79.96	74.36	0.04	6.84	2.74	4.10
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	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	9.64	79.96	74.36	0.04	6.84	2.74	4.10

*** 2009***

Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	4.00	-	4.00
Off-Road Diesel	8.54	56.37	69.08	-	2.19	2.19	0.00
On-Road Diesel	0.89	19.08	3.32	0.04	0.46	0.37	0.09
Worker Trips	0.14	0.17	3.41	0.00	0.02	0.01	0.01
Maximum lbs/day	9.57	75.62	75.81	0.04	6.67	2.57	4.10
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	53.10	-	53.10
Off-Road Diesel	7.06	42.25	59.67	-	1.32	1.32	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.02	0.01	0.31	0.00	0.01	0.00	0.01
Maximum lbs/day	7.08	42.26	59.98	0.00	54.43	1.32	53.11
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Max lbs/day all phases	9.57	75.62	75.81	0.04	6.67	2.57	4.10

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Compliance with Rule 403
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 50%)
Phase 3 - Building Construction Assumptions: Phase Turned OFF
Start Month/Year for Phase 1: Jun '08
Phase 1 Duration: 8 months
Building Volume Total (cubic feet): 2399000
Building Volume Daily (cubic feet): 9520
On-Road Truck Travel (VMT): 882
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Other Equipment	190	0.620	6.0
2	Rough Terrain Forklifts	94	0.475	6.0
1	Rubber Tired Dozers	352	0.590	6.0
1	Rubber Tired Loaders	165	0.465	6.0
1	Tractor/Loaders/Backhoes	79	0.465	6.0

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Feb '09
Phase 2 Duration: 3 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Off Highway Trucks	417	0.490	6.0
1	Rubber Tired Loaders	165	0.465	6.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Demolition Truck Haul Capacity changed from 20 to 12
Site Grading Fugitive Dust Option changed from Level 1 to Level 2
Phase 2 mitigation measure Soil Disturbance: Compliance with Rule 403
has been changed from off to on.

LAUSD SLAHS No. 3
ISCST3 Dispersion Modeling Summary
Scenario 1

ISC Inputs

Emission Rates	Unmitigated				Mitigated			
	Fugitive		Exhaust		Fugitive		Exhaust	
	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Emission Rate (lbs/day)	21.9	4.6	5.6	5.5	14.5	3.0	3.0	2.6
Emission Rate (g/day)	9956.22	2092.94	2560.56	2500.042	6569.38	1380.16	1348.38	1198.56
Hours per Day	6	6	6	6	6	6	6	6
Seconds per Hour	3600	3600	3600	3600	3600	3600	3600	3600
Emission Rate (g/s)	0.460936	0.096895	0.118544	0.115743	0.304138	0.063896	0.062425	0.055489

ISC Output

Concentrations	
PM10	19.40
PM2.5	7.02
Scaler (1-hr)	285.31
Scaler (8-hr)	68.63

Scaler Calculations

	NOx	CO
Emission Rate (lbs/day)	106.08	140.03
Emission Rate (g/day)	48160.32	63573.62
Hours per Day	6	6
Seconds per Hour	3600	3600
Emission Rate (g/s)	2.229644	2.943223
1-hr Concentration @ 1 g/s (ug/m3)	285.31	285.31
8-hr Concentration @ 1 g/s (ug/m3)	-	68.63
1-hr Concentration	63.6	839.7
8-hr Concentration		202.0

LAUSD SLAHS No. 3
ISCST3 Dispersion Modeling Summary
Scenario 2

ISC Inputs

Emission Rates	Unmitigated			
	Fugitive		Exhaust	
	PM10	PM2.5	PM10	PM2.5
Emission Rate (lbs/day)	0.5	0.1	1.3	1.2
Emission Rate (g/day)	222.46	45.4	599.28	531.18
Hours per Day	6	6	6	6
Seconds per Hour	3600	3600	3600	3600
Emission Rate (g/s)	0.010299	0.002102	0.027744	0.024592

ISC Output

Concentrations	
PM10	1.25
PM2.5	0.87
Scaler (1-hr)	285.31
Scaler (8-hr)	68.63

Scaler Calculations

	NOx	CO
Emission Rate (lbs/day)	106.08	140.03
Emission Rate (g/day)	48160.32	63573.62
Hours per Day	6	6
Seconds per Hour	3600	3600
Emission Rate (g/s)	2.229644	2.943223
1-hr Concentration @ 1 g/s (ug/m3)	285.31	285.31
8-hr Concentration @ 1 g/s (ug/m3)	-	68.63
1-hr Concentration	63.6	839.7
8-hr Concentration		202.0

PROJECT TITLE:

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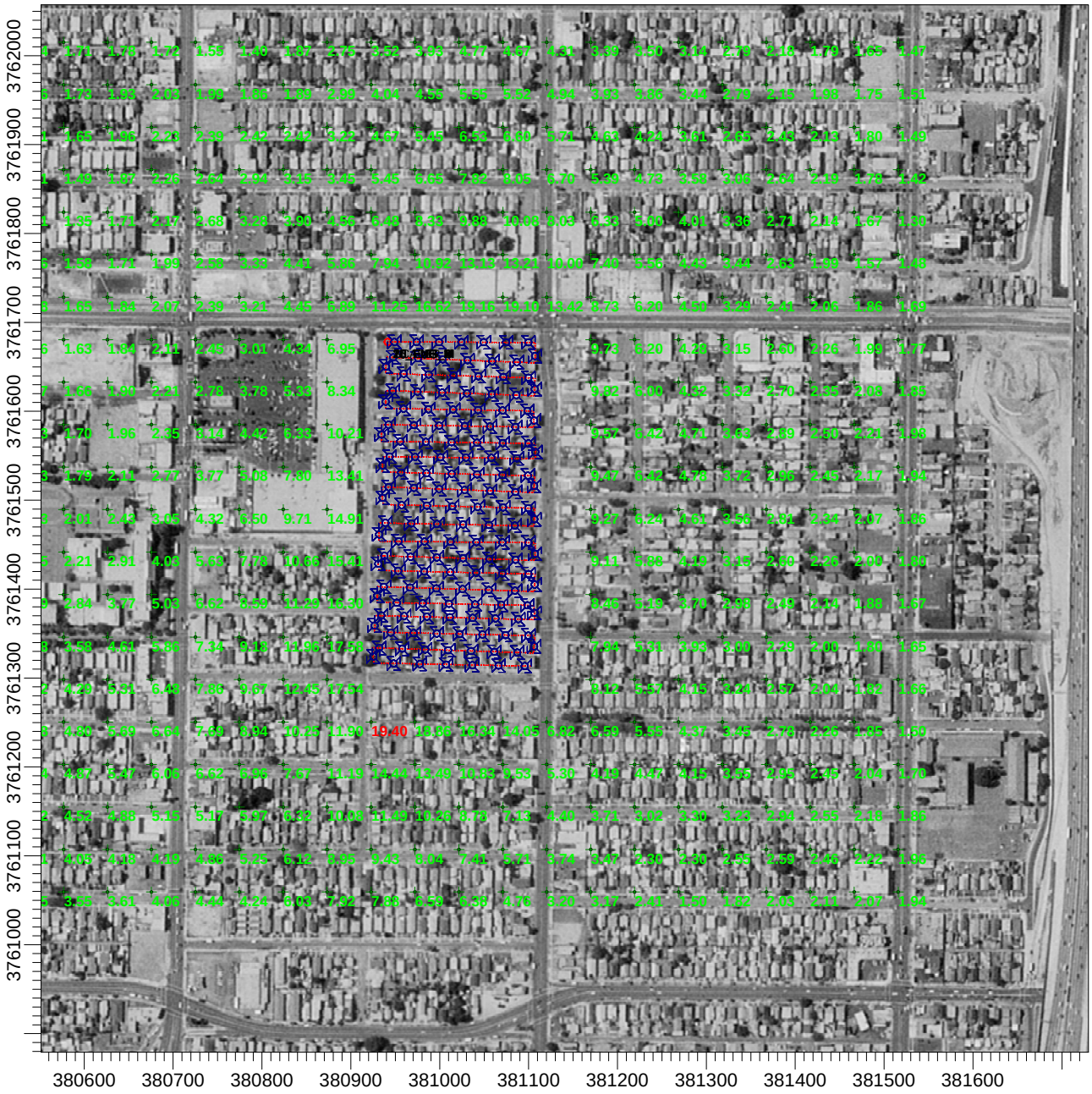

COMMENTS: LAUSD SLAHS No. 3 Scenario 1 (Excavation) 24-hr PM10 Unmitigated	SOURCES: **13**	COMPANY NAME: **PCR Services Corporation**	
	RECEPTORS: **396**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:7,192 0 0.2 km	
	MAX: **19.40295 ug/m^3**	DATE: **6/5/2007**	PROJECT NO.:

PROJECT TITLE:

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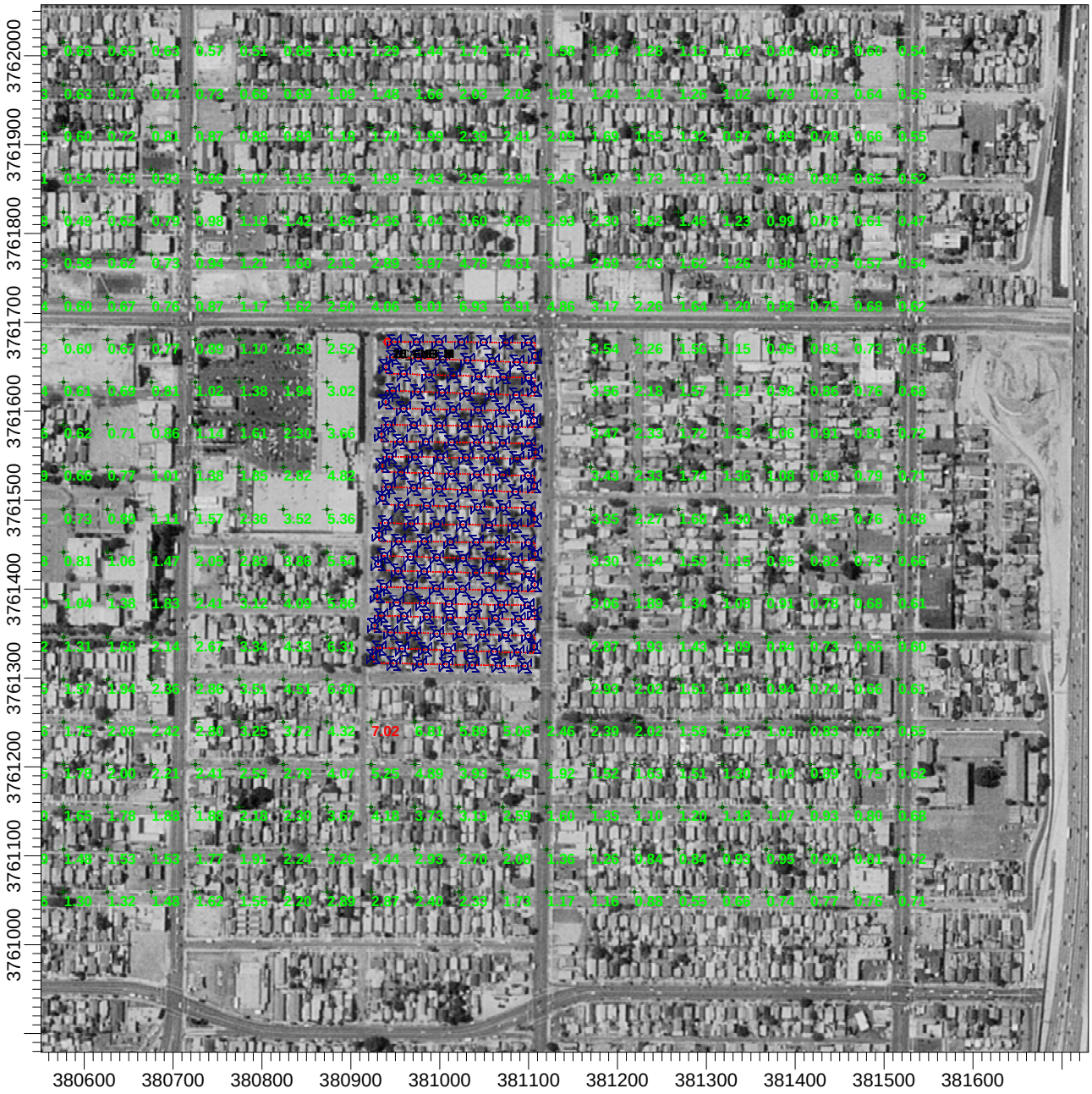
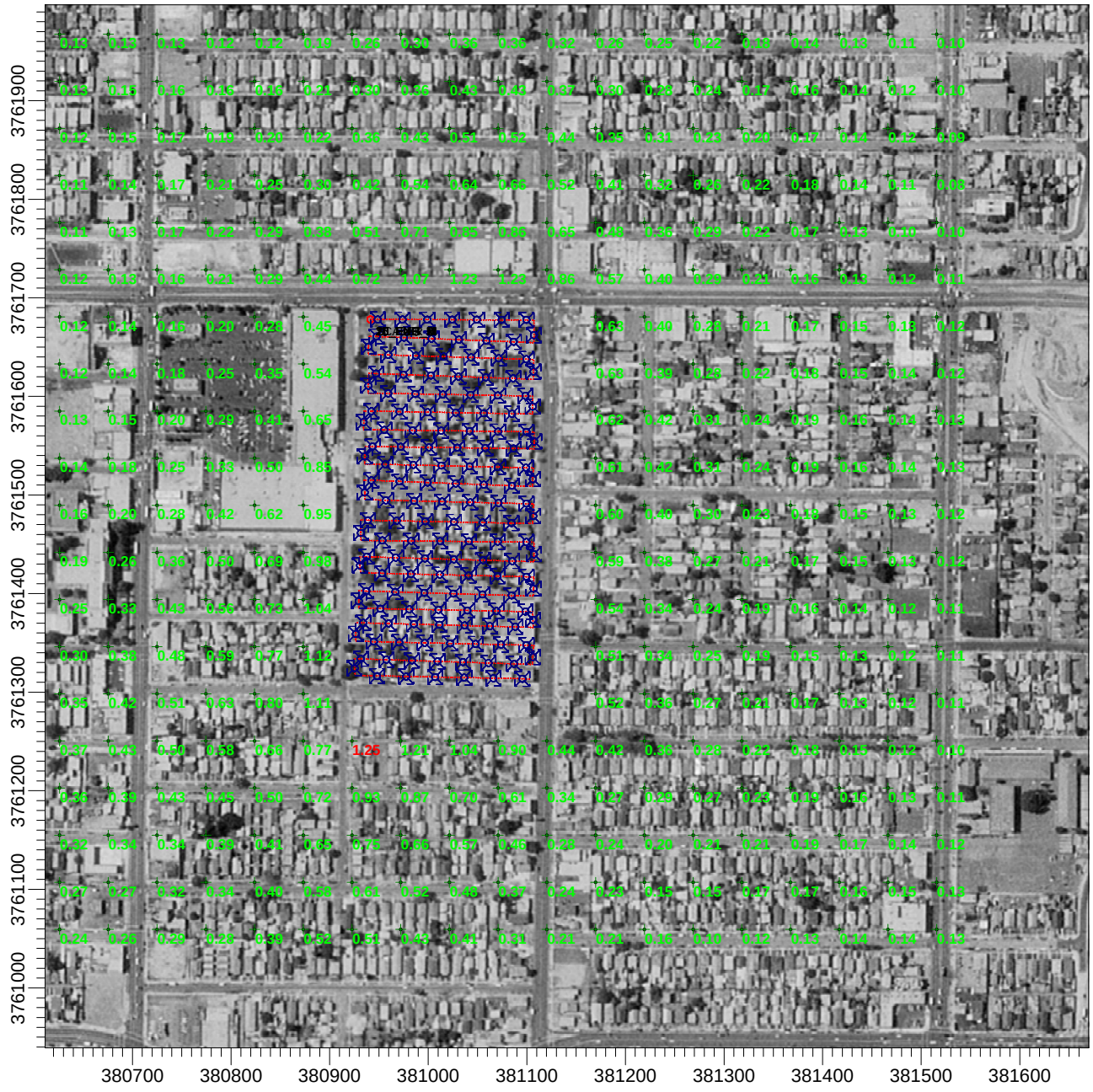


COMMENTS: LAUSD SLAHS No. 3 Scenario 1 (Excavation) 24-hr PM2.5 Unmitigated	SOURCES: **13**	COMPANY NAME: **PCR Services Corporation**	
	RECEPTORS: **396**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:7,192 0 0.2 km	
	MAX: **7.0156 ug/m^3**	DATE: **6/5/2007**	PROJECT NO.:

PROJECT TITLE:

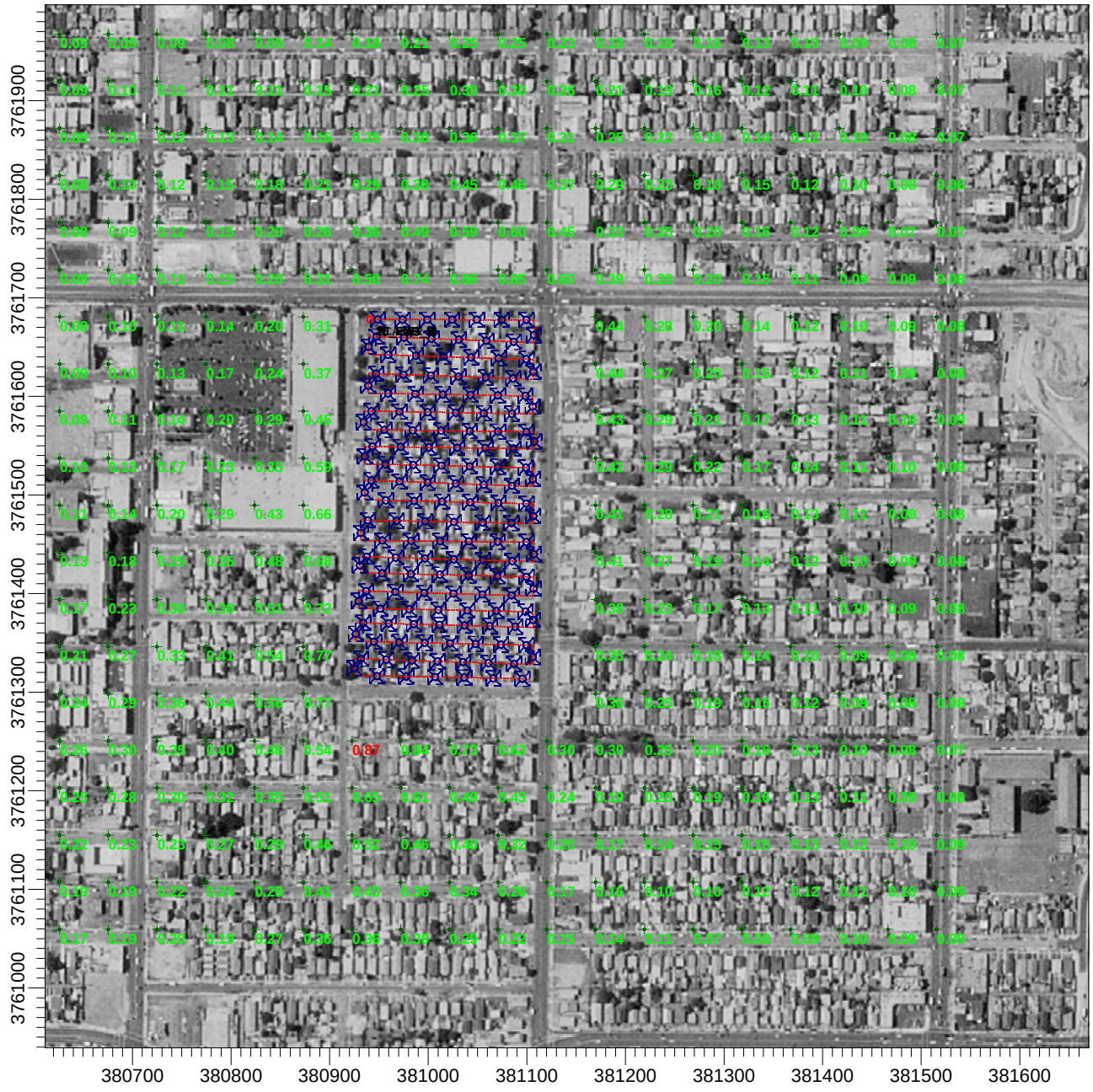
C:\ISC Models\LAUSD SLA HS3\PM.isc



COMMENTS:	SOURCES:	COMPANY NAME:	
LAUSD SLAHS No. 3 Scenario 2 (Trenching) 24-hr PM10 Unmitigated	**13**	**PCR Services Corporation**	
	RECEPTORS: **396**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:6,459 0 0.2 km	
	MAX: **1.24501 ug/m^3**	DATE: **6/5/2007**	PROJECT NO.:

PROJECT TITLE:

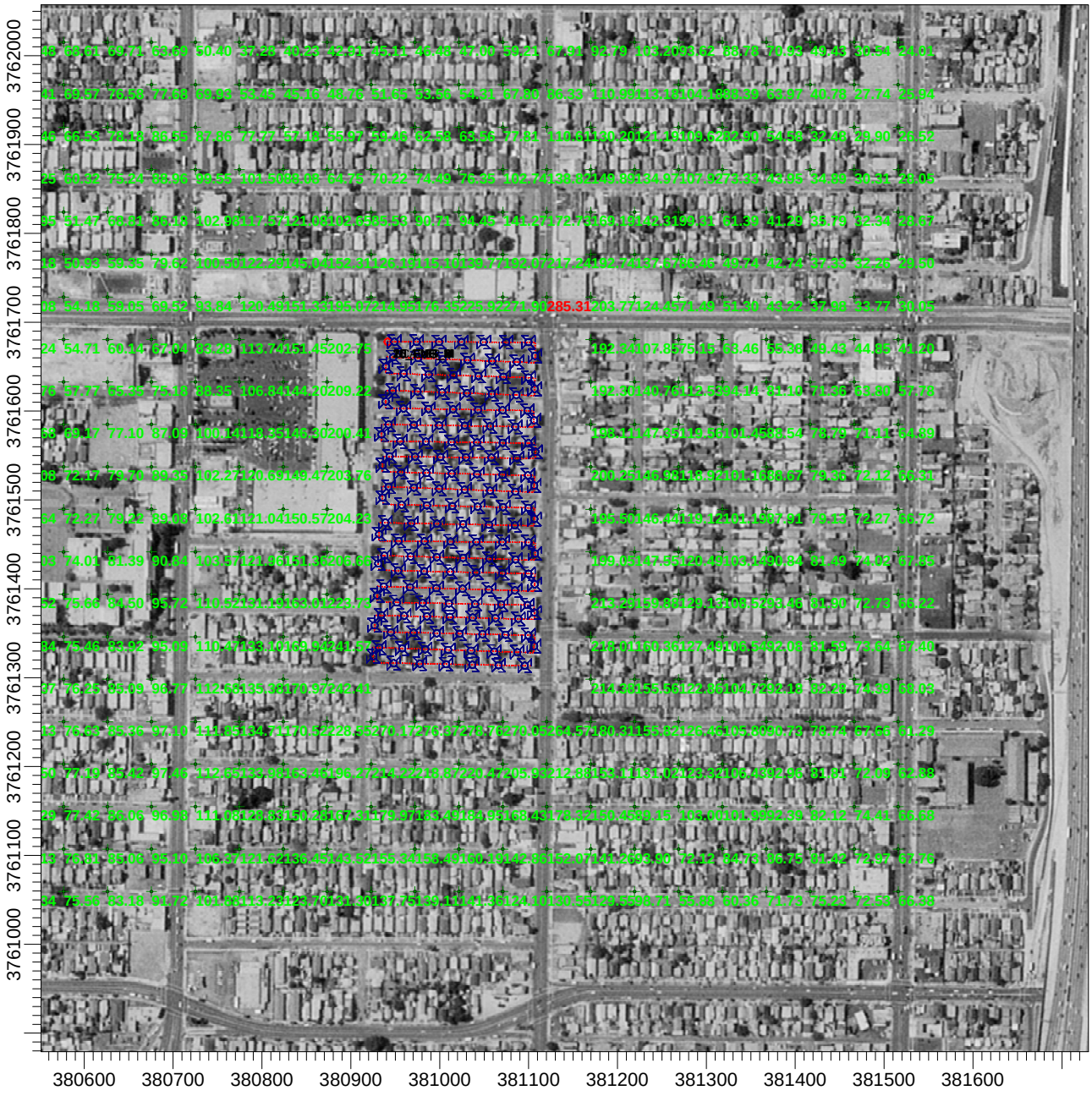
C:\ISC Models\LAUSD SLA HS3\PM.isc



COMMENTS:	SOURCES:	COMPANY NAME:	
LAUSD SLAHS No. 3 Scenario 2 (Trenching) 24-hr PM2.5 Unmitigated	**13**	**PCR Services Corporation**	
	RECEPTORS: **396**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:6,459 0 0.2 km	
	MAX: **0.8662 ug/m^3**	DATE: **6/5/2007**	PROJECT NO.:

PROJECT TITLE:

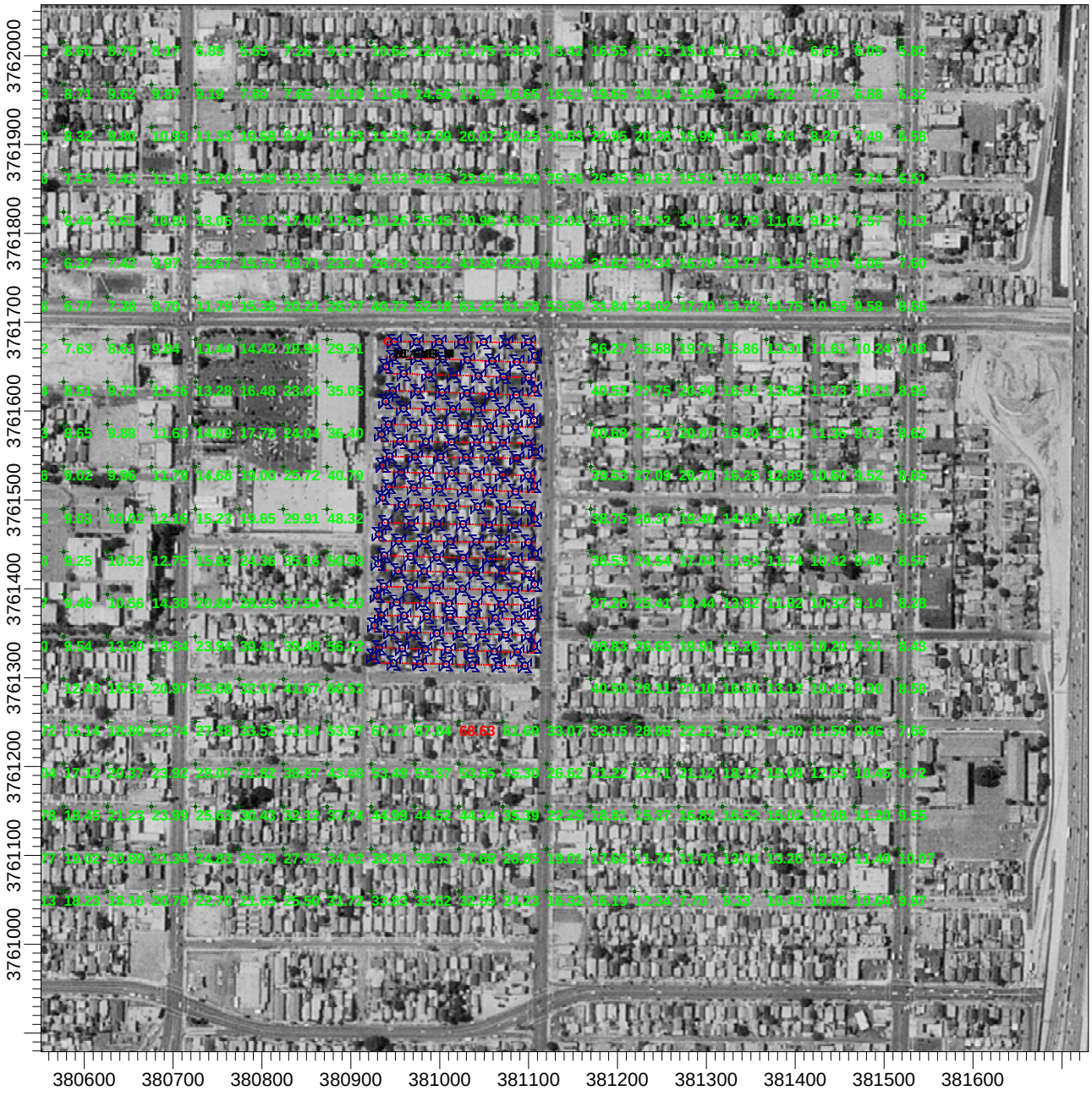
C:\ISC Models\LAUSD SLA HS3\PM.isc



COMMENTS: LAUSD SLAHS No. 3 Scenario 1 & 2 1-hr Scaler (1 g/s) NOx and CO	SOURCES: **13**	COMPANY NAME: **PCR Services Corporation**	
	RECEPTORS: **396**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:7,192 0 0.2 km	
	MAX: **285.3136 ug/m^3**	DATE: **6/5/2007**	PROJECT NO.:

PROJECT TITLE:

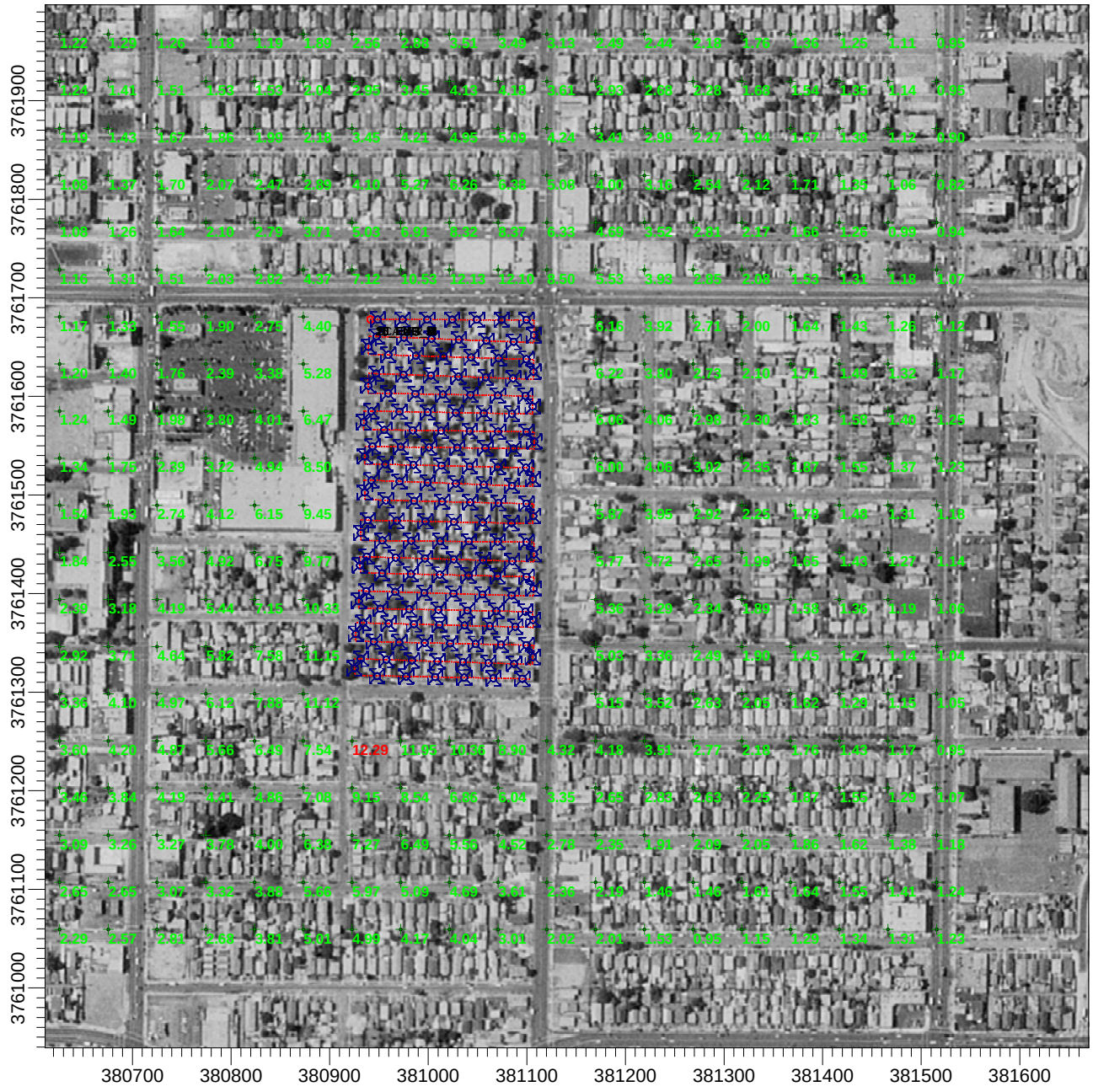
C:\ISC Models\LAUSD SLA HS3\PM.isc



COMMENTS: LAUSD SLAHS No. 3 Scenario 1 & 2 8-hr Scaler (1 g/s) CO	SOURCES: **13**	COMPANY NAME: **PCR Services Corporation**	
	RECEPTORS: **396**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:7,192 0 0.2 km	
	MAX: **68.62836 ug/m^3**	DATE: **6/5/2007**	PROJECT NO.:

PROJECT TITLE:

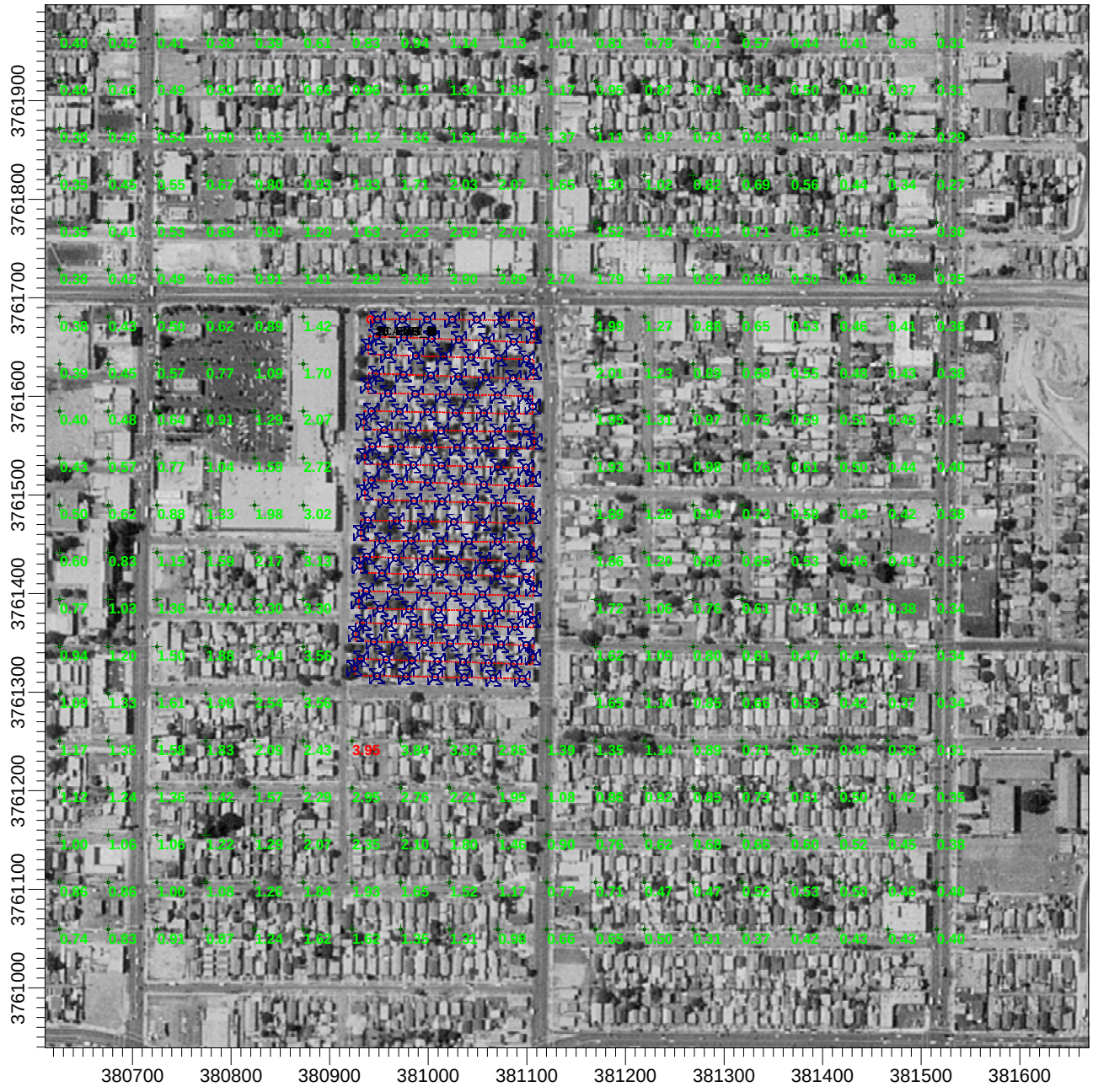
C:\ISC Models\LAUSD SLA HS3\PM.isc



COMMENTS: LAUSD SLAHS No. 3 Scenario 1 (Excavation) 24-hr PM10 Mitigated	SOURCES: **13**	COMPANY NAME: **PCR Services Corporation**	
	RECEPTORS: **396**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:6,459 0 0.2 km	
	MAX: **12.29189 ug/m^3**	DATE: **6/5/2007**	PROJECT NO.:

PROJECT TITLE:

C:\ISC Models\LAUSD SLA HS3\PM.isc



COMMENTS: LAUSD SLAHS No. 3 Scenario 1 (Excavation) 24-hr PM2.5 Mitigated	SOURCES: **13**	COMPANY NAME: **PCR Services Corporation**	
	RECEPTORS: **396**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:6,459 0 0.2 km	
	MAX: **3.95259 ug/m^3**	DATE: **6/5/2007**	PROJECT NO.:

Operational Emissions

LAUSD South LA High School No. 3

Regional Emission Calculations (lbs/day)

	CO	NOx	PM10	ROC	SOx	PM2.5
Existing						
Mobile	74.2	8.8	9.8	7.0	0.1	2.4
Area	1.1	1.9	0.0	8.5	0.0	0.0
Stationary	0.4	0.0	2.3	0.1	0.2	0.1
Total Existing	**75.7**	**10.8**	**12.1**	**15.6**	**0.3**	**2.5**
Project						
Mobile	269.0	33.1	36.2	47.8	0.2	8.9
Area	1.9	2.2	0.0	3.6	0.0	0.0
Stationary	0	0	1	0	0	0.0
Total Project	**271**	**35**	**37**	**51**	**0**	**9**
Net Project						
Net Mobile	194.9	24.3	26.4	40.8	0.1	6.5
Net Area	0.7	0.3	0.0	-4.9	0.0	0.0
Net Stationary	-0.3	0.0	-1.8	-0.1	-0.2	-0.1
Total Net	195.3	24.6	24.6	35.8	-0.1	6.4
SCAQMD Significance Threshold	550	55	150	55	150	150
Difference	**(355)**	**(30)**	**(125)**	**(19)**	**(150)**	**(144)**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Electricity Usage

Land Use	1,000 Sqft	Electricity Usage Rate [a] (kWh\sq.ft\yr)	Total Electricity Usage (KWh\year)	Total Electricity Usage (MWh\Day)	Emission Factors (lbs/MWh) [b] CO 0.2	ROC 0.01	NOx 1.15	PM10 0.04	SOx 0.12	PM2.5 [c] 0.04
Existing					**Emissions from Electricity Consumption (lbs/day)**					
Retail	4.6	13.55	61,680	0.169	0.034	0.002	0.194	0.007	0.020	0.007
Miscellaneous	4.7	10.50	49,665	0.136	0.027	0.001	0.156	0.005	0.016	0.005
Residential (DU)	112.0	5,627	630,168	1.726	0.345	0.017	1.985	0.069	0.207	0.068
Total Existing			**741,513**	**2.032**	**0.41**	**0.02**	**2.34**	**0.08**	**0.24**	**0.08**
Project										
High School	15.7	10.5	164,850	0.452	0.090	0.005	0.519	0.018	0.054	0.018
Total Project			**164,850**	**0.452**	**0.09**	**0.01**	**0.52**	**0.02**	**0.05**	**0.02**
Net Emissions From Electricity Usage					**-0.32**	**-0.02**	**-1.82**	**-0.06**	**-0.19**	**-0.06**

Summary of Stationary Emissions

	CO	ROC	NOx	PM10	SOx	PM2.5
Total Existing Emissions (lbs/day)	0.41	0.02	2.34	0.08	0.24	0.08
Total Project Emissions (lbs/day)	0.09	0.01	0.52	0.02	0.05	0.02
Total Net Emissions (lbs/day)	**-0.32**	**-0.02**	**-1.82**	**-0.06**	**-0.19**	**-0.06**

[a] Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

[b] Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

[c] $PM_{2.5}$ calculation methodology derived from Final-Methodology to calculate $PM_{2.5}$ and $PM_{2.5}$ significance thresholds, SCAQMD, 2006.

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Operations\Existing.urb
Project Name: LAUSD SLA HS No. 3 (Operations) - Existing
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	0.14	1.85	1.14	0	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	5.48	-	-	-	-
Architectural Coatings	2.49	-	-	-	-
TOTALS(lbs/day,unmitigated)	8.11	1.85	1.14	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	2.02	3.15	22.90	0.02	3.01
Apartments mid rise	3.23	4.95	36.01	0.03	4.73
Strip mall	1.05	1.77	12.37	0.01	1.66
General light industry	0.24	0.41	2.87	0.00	0.39
TOTAL EMISSIONS (lbs/day)	6.54	10.27	74.15	0.05	9.79

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Single family housing	10.33	9.57 trips/dwelling unit	31.00	296.67
Apartments mid rise	2.13	5.76 trips/dwelling unit	81.00	466.56
Strip mall		42.94 trips/1000 sq. ft.	4.55	195.46
General light industry		6.97 trips/1000 sq. ft.	4.73	32.97
		Sum of Total Trips		991.66
		Total Vehicle Miles Traveled		6,460.65

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.70	1.10	98.70	0.20
Light Truck < 3,750 lbs	15.20	2.00	96.00	2.00

Light Truck	3,751- 5,750	16.20	1.20	98.10	0.70
Med Truck	5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy	8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy	10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy	14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy	33,001-60,000	0.90	0.00	11.10	88.90
Line Haul >	60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus		0.20	0.00	50.00	50.00
Motorcycle		1.60	68.80	31.20	0.00
School Bus		0.10	0.00	0.00	100.00
Motor Home		1.40	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)			
Strip mall	2.0	1.0	97.0
General light industry	50.0	25.0	25.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The wood stove percentage changed from 35 to 0.
The wood fireplace percentage changed from 10 to 0.
The natural gas fireplace percentage changed from 55 to 0.
The no hearth options percentage changed from 0 to 100.
The landscape year changed from 2005 to 2010.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2010.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 75.
The operational summer selection item changed from 8 to 5.

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Operations\Existing.urb
Project Name: LAUSD SLA HS No. 3 (Operations) - Existing
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	0.14	1.85	1.14	0	0.00
Hearth - No summer emissions					
Landscaping	0.39	0.04	2.84	0.01	0.01
Consumer Prdcts	5.48	-	-	-	-
Architectural Coatings	2.49	-	-	-	-
TOTALS(lbs/day,unmitigated)	8.49	1.89	3.98	0.01	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	1.89	2.71	21.78	0.02	3.01
Apartments mid rise	3.20	4.26	34.25	0.03	4.73
Strip mall	0.91	1.52	11.57	0.01	1.66
General light industry	0.23	0.35	2.76	0.00	0.39
TOTAL EMISSIONS (lbs/day)	6.23	8.84	70.35	0.06	9.79

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Single family housing	10.33	9.57 trips/dwelling unit	31.00	296.67
Apartments mid rise	2.13	5.76 trips/dwelling unit	81.00	466.56
Strip mall		42.94 trips/1000 sq. ft.	4.55	195.46
General light industry		6.97 trips/1000 sq. ft.	4.73	32.97
		Sum of Total Trips		991.66
		Total Vehicle Miles Traveled		6,460.65

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.70	1.10	98.70	0.20
Light Truck < 3,750 lbs	15.20	2.00	96.00	2.00
Light Truck 3,751- 5,750	16.20	1.20	98.10	0.70

Med Truck	5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy	8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy	10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy	14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy	33,001-60,000	0.90	0.00	11.10	88.90
Line Haul >	60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus		0.20	0.00	50.00	50.00
Motorcycle		1.60	68.80	31.20	0.00
School Bus		0.10	0.00	0.00	100.00
Motor Home		1.40	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)						
Strip mall				2.0	1.0	97.0
General light industry				50.0	25.0	25.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The wood stove percentage changed from 35 to 0.
The wood fireplace percentage changed from 10 to 0.
The natural gas fireplace percentage changed from 55 to 0.
The no hearth options percentage changed from 0 to 100.
The landscape year changed from 2005 to 2010.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2010.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 75.
The operational summer selection item changed from 8 to 5.

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Operations\Existing.urb
Project Name: LAUSD SLA HS No. 3 (Operations) - Existing
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	0.14	1.85	1.14	0	0.00
Hearth - No summer emissions					
Landscaping	0.39	0.04	2.84	0.01	0.01
Consumer Prdcts	5.48	-	-	-	-
Architectural Coatings	2.49	-	-	-	-
TOTALS(lbs/day,unmitigated)	8.49	1.89	3.98	0.01	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	2.10	2.50	24.59	0.02	3.01
Apartments mid rise	3.67	3.93	38.67	0.03	4.73
Strip mall	0.98	1.41	13.03	0.01	1.66
General light industry	0.26	0.32	3.13	0.00	0.39
TOTAL EMISSIONS (lbs/day)	7.02	8.16	79.43	0.06	9.79

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Single family housing	10.33	9.57 trips/dwelling unit	31.00	296.67
Apartments mid rise	2.13	5.76 trips/dwelling unit	81.00	466.56
Strip mall		42.94 trips/1000 sq. ft.	4.55	195.46
General light industry		6.97 trips/1000 sq. ft.	4.73	32.97
		Sum of Total Trips		991.66
		Total Vehicle Miles Traveled		6,460.65

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.70	1.10	98.70	0.20
Light Truck < 3,750 lbs	15.20	2.00	96.00	2.00

Light Truck	3,751- 5,750	16.20	1.20	98.10	0.70
Med Truck	5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy	8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy	10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy	14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy	33,001-60,000	0.90	0.00	11.10	88.90
Line Haul >	60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus		0.20	0.00	50.00	50.00
Motorcycle		1.60	68.80	31.20	0.00
School Bus		0.10	0.00	0.00	100.00
Motor Home		1.40	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)						
Strip mall				2.0	1.0	97.0
General light industry				50.0	25.0	25.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The wood stove percentage changed from 35 to 0.
The wood fireplace percentage changed from 10 to 0.
The natural gas fireplace percentage changed from 55 to 0.
The no hearth options percentage changed from 0 to 100.
The landscape year changed from 2005 to 2010.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2010.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 85.
The operational summer selection item changed from 8 to 6.

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Operations\Future.urb
Project Name: LAUSD SLA HS No. 3 (Operations) - Future
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	0.16	2.21	1.86	0	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	3.21	-	-	-	-
TOTALS(lbs/day,unmitigated)	3.37	2.21	1.86	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
High school	22.99	33.25	232.89	0.16	31.37
Junior college (2 yrs)	3.84	5.17	36.15	0.03	4.85
TOTAL EMISSIONS (lbs/day)	26.83	38.42	269.03	0.19	36.23

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
High school		1.71 trips/students	2,025.00	3,462.75
Junior college (2 yrs)		1.20 trips/students	465.00	558.00
		Sum of Total Trips		4,020.75
		Total Vehicle Miles Traveled		23,910.17

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.70	1.10	98.70	0.20
Light Truck < 3,750 lbs	15.20	2.00	96.00	2.00
Light Truck 3,751- 5,750	16.20	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30

Med-Heavy	14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy	33,001-60,000	0.90	0.00	11.10	88.90
Line Haul >	60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus		0.20	0.00	50.00	50.00
Motorcycle		1.60	68.80	31.20	0.00
School Bus		0.10	0.00	0.00	100.00
Motor Home		1.40	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)						
High school				10.0	5.0	85.0
Junior college (2 yrs)				5.0	2.5	92.5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The wood stove percentage changed from 35 to 0.
The wood fireplace percentage changed from 10 to 0.
The natural gas fireplace percentage changed from 55 to 0.
The no hearth options percentage changed from 0 to 100.
The landscape year changed from 2005 to 2010.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2010.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 85.
The operational summer selection item changed from 8 to 6.

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Operations\Future.urb
Project Name: LAUSD SLA HS No. 3 (Operations) - Future
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	0.16	2.21	1.86	0	0.00
Hearth - No summer emissions					
Landscaping	0.18	0.02	1.26	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	3.21	-	-	-	-
TOTALS(lbs/day,unmitigated)	3.55	2.23	3.12	0.00	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
High school	30.73	28.64	219.11	0.18	31.37
Junior college (2 yrs)	5.84	4.45	33.88	0.03	4.85
TOTAL EMISSIONS (lbs/day)	36.57	33.09	252.99	0.20	36.23

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
High school		1.71 trips/students	2,025.00	3,462.75
Junior college (2 yrs)		1.20 trips/students	465.00	558.00
		Sum of Total Trips		4,020.75
		Total Vehicle Miles Traveled		23,910.17

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.70	1.10	98.70	0.20
Light Truck < 3,750 lbs	15.20	2.00	96.00	2.00
Light Truck 3,751- 5,750	16.20	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30

Med-Heavy	14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy	33,001-60,000	0.90	0.00	11.10	88.90
Line Haul >	60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus		0.20	0.00	50.00	50.00
Motorcycle		1.60	68.80	31.20	0.00
School Bus		0.10	0.00	0.00	100.00
Motor Home		1.40	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)						
High school				10.0	5.0	85.0
Junior college (2 yrs)				5.0	2.5	92.5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The wood stove percentage changed from 35 to 0.
The wood fireplace percentage changed from 10 to 0.
The natural gas fireplace percentage changed from 55 to 0.
The no hearth options percentage changed from 0 to 100.
The landscape year changed from 2005 to 2010.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2010.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 75.
The operational summer selection item changed from 8 to 5.

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Operations\Future.urb
Project Name: LAUSD SLA HS No. 3 (Operations) - Future
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	0.16	2.21	1.86	0	0.00
Hearth - No summer emissions					
Landscaping	0.18	0.02	1.26	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	3.21	-	-	-	-
TOTALS(lbs/day,unmitigated)	3.55	2.23	3.12	0.00	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
High school	39.94	26.44	247.28	0.18	31.37
Junior college (2 yrs)	7.88	4.11	38.20	0.03	4.85
TOTAL EMISSIONS (lbs/day)	47.82	30.55	285.47	0.21	36.23

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
High school		1.71 trips/students	2,025.00	3,462.75
Junior college (2 yrs)		1.20 trips/students	465.00	558.00
		Sum of Total Trips		4,020.75
		Total Vehicle Miles Traveled		23,910.17

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.70	1.10	98.70	0.20
Light Truck < 3,750 lbs	15.20	2.00	96.00	2.00
Light Truck 3,751- 5,750	16.20	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30

Med-Heavy	14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy	33,001-60,000	0.90	0.00	11.10	88.90
Line Haul >	60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus		0.20	0.00	50.00	50.00
Motorcycle		1.60	68.80	31.20	0.00
School Bus		0.10	0.00	0.00	100.00
Motor Home		1.40	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)			
High school	10.0	5.0	85.0
Junior college (2 yrs)	5.0	2.5	92.5

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The wood stove percentage changed from 35 to 0.
The wood fireplace percentage changed from 10 to 0.
The natural gas fireplace percentage changed from 55 to 0.
The no hearth options percentage changed from 0 to 100.
The landscape year changed from 2005 to 2010.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2010.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 85.
The operational summer selection item changed from 8 to 6.

CO Hotspots Analysis

LAUSD South LA High School No. 3

CALINE4 Modeling Results and Estimated Local 1-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 1-Hour CO Concentrations (ppm) [a]

Monitoring Station: Central LA

Year	1-Hr Concentration
2011	5.1

Intersection and Receptor Locations	Future Without Project		Future With Project		
	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Exceedance of Significance Threshold [d]
Hoover Street and Gage Avenue					
NE	1.5	6.6	1.5	6.6	NO
SE	1.5	6.6	1.6	6.7	NO
SW	1.4	6.5	1.4	6.5	NO
NW	1.3	6.4	1.4	6.5	NO
Hoover Street and Gage Avenue					
NE	1.3	6.4	1.4	6.5	NO
SE	1.1	6.2	1.2	6.3	NO
SW	1.3	6.4	1.4	6.5	NO
NW	1.4	6.5	1.5	6.6	NO
Hoover Street and Slauson Avenue					
NE	1.5	6.6	1.6	6.7	NO
SE	1.4	6.5	1.5	6.6	NO
SW	1.4	6.5	1.6	6.7	NO
NW	1.4	6.5	1.4	6.5	NO
Hoover Street and Slauson Avenue					
NE	1.7	6.8	1.7	6.8	NO
SE	1.7	6.8	1.8	6.9	NO
SW	1.6	6.7	1.8	6.9	NO
NW	1.5	6.6	1.8	6.9	NO
Vermont Avenue and Slauson Avenue					
NE	1.6	6.7	1.6	6.7	NO
SE	1.6	6.7	1.9	7.0	NO
SW	1.6	6.7	1.8	6.9	NO
NW	1.4	6.5	1.5	6.6	NO
Vermont Avenue and Slauson Avenue					
NE	1.7	6.8	1.8	6.9	NO
SE	1.9	7.0	2.0	7.1	NO
SW	1.8	6.9	1.9	7.0	NO
NW	1.7	6.8	1.8	6.9	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook

b The 1-hour traffic contribution (ppm) is determined by inputing total traffic volumes into the CALINE4 model.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 1-hour CO concentrations is 20 ppm.

LAUSD South LA High School No. 3

CALINE4 Modeling Results and Estimated Local 8-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 8-Hour CO Concentrations (ppm) [a]	
Monitoring Station: Central LA Year: 2011 — 8-Hr Concentration: 4.6	Average Persistence Factor = 0.70

Intersection and Receptor Locations	Future Without Project		Future With Project		
	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Traffic CO Contribution [b]	Estimated Local CO Concentration [c]	Exceedance of Significance Threshold [d]
Hoover Street and Gage Avenue					
NE	0.8	5.4	0.8	5.4	NO
SE	0.8	5.4	0.8	5.4	NO
SW	0.7	5.3	0.7	5.3	NO
NW	0.7	5.3	0.8	5.4	NO
Hoover Street and Gage Avenue					
NE	0.6	5.2	0.7	5.3	NO
SE	0.7	5.3	0.7	5.3	NO
SW	0.7	5.3	0.7	5.3	NO
NW	0.8	5.4	0.8	5.4	NO
Hoover Street and Slauson Avenue					
NE	0.8	5.4	0.8	5.4	NO
SE	0.8	5.4	0.9	5.5	NO
SW	0.8	5.4	0.8	5.4	NO
NW	0.8	5.4	0.8	5.4	NO
Hoover Street and Slauson Avenue					
NE	0.8	5.4	0.8	5.4	NO
SE	0.9	5.5	1.0	5.6	NO
SW	0.9	5.5	1.0	5.6	NO
NW	0.9	5.5	1.0	5.6	NO
Vermont Avenue and Slauson Avenue					
NE	1.0	5.6	1.1	5.7	NO
SE	1.0	5.6	1.1	5.7	NO
SW	0.8	5.4	0.8	5.4	NO
NW	0.8	5.4	0.8	5.4	NO
Vermont Avenue and Slauson Avenue					
NE	0.9	5.5	0.9	5.5	NO
SE	1.1	5.7	1.1	5.7	NO
SW	0.9	5.5	0.9	5.5	NO
NW	0.9	5.5	1.0	5.6	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook.

b The persistence factor is calculated as recommended in Table B.15 in the Transportation Project-Level Carbon Monoxide Protocol (Institute of Transportation Studies, UC Davis, Revised 1997). This is a generalized persistence factor likely to provide a conservative estimate in most situations.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 8-hour CO concentrations is 9 ppm.

		Future No Project		Future With Project						
Intersection	Peak Hour	V/C	LOS	V/C	LOS	V/C Increase	LOS >=D?	Criteria 1 Analyze?	Criteria 2 Analyze?	Analyze?
Hoover St. & 60th St.	AM	0.394	A	0.449	A	14.0%	No	No	No	No
Hoover St. & 60th St.	PM	0.364	A	0.453	A	24.5%	No	No	No	No
Hoover St. & Gage Ave.	AM	0.861	D	0.878	D	2.0%	Yes	No	No	No
Hoover St. & Gage Ave.	PM	0.794	C	0.801	D	0.9%	No	No	Yes	**Yes**
Hoover St. & Slauson Ave.	AM	0.841	D	0.947	E	12.6%	Yes	Yes	Yes	**Yes**
Hoover St. & Slauson Ave.	PM	0.906	E	1.013	F	11.8%	Yes	Yes	Yes	**Yes**
Menlo Ave. & 60th St. *	AM	0.068	A	0.271	A	298.5%	No	No	No	No
Menlo Ave. & 60th St. *	PM	0.109	A	0.191	A	75.2%	No	No	No	No
Menlo Ave. & Slauson Ave. *	AM	0.583	A	0.696	B	19.4%	No	No	No	No
Menlo Ave. & Slauson Ave. *	PM	0.713	C	0.777	C	9.0%	No	No	No	No
Vermont Ave. & 60th St. *	AM	0.604	B	0.736	C	21.9%	No	No	No	No
Vermont Ave. & 60th St. *	PM	0.481	A	0.532	A	10.6%	No	No	No	No
Vermont Ave. & Gage Ave.	AM	0.827	D	0.841	D	1.7%	Yes	No	No	No
Vermont Ave. & Gage Ave.	PM	0.776	C	0.785	C	1.2%	No	No	No	No
Vermont Ave. & Slauson Ave.	AM	0.837	D	0.937	E	11.9%	Yes	Yes	Yes	**Yes**
Vermont Ave. & Slauson Ave.	PM	0.872	D	0.934	E	7.1%	Yes	Yes	Yes	**Yes**

The SCAQMD recommends performing a CO hotspots analysis if the volume to capacity ratio increases by two percent or more as a result of a proposed project for intersections rated D or worse or if the LOS declines from C to D.

Criteria 1 = LOS D + V/C increase >= 2%
Criteria 2 = LOS Drop from C to D or lower

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: HOOVER STREET AND GAGE AVENUE AM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG= WORST CASE	VD= .0 CM/S	
CLAS= 7 (G)	VS= .0 CM/S	
MIXH= 1000. M	AMB= .0 PPM	
SIGTH= 5. DEGREES	TEMP= 15.6 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	1045	3.0	.0	50.0
B. NA	15	-500	15	0	AG	973	6.0	.0	33.0
C. ND	15	0	15	500	AG	1085	3.7	.0	33.0
D. NE	15	500	15	1500	AG	1085	3.0	.0	50.0
E. SF	-15	1500	-15	500	AG	461	3.0	.0	50.0
F. SA	-15	500	-15	0	AG	329	5.3	.0	33.0
G. SD	-15	0	-15	-500	AG	422	3.4	.0	33.0
H. SE	-15	-500	-15	-1500	AG	422	3.0	.0	50.0
I. WF	1500	23	500	23	AG	1059	3.0	.0	50.0
J. WA	500	23	0	23	AG	971	4.5	.0	45.0
K. WD	0	23	-500	23	AG	946	3.3	.0	33.0
L. WE	-500	23	-1500	23	AG	946	3.0	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1221	3.0	.0	50.0
N. EA	-500	-23	0	-23	AG	1079	4.7	.0	45.0
O. ED	0	-23	500	-23	AG	1333	3.4	.0	33.0
P. EE	500	-23	1500	-23	AG	1333	3.0	.0	50.0
Q. NL	1900	-1900	1800	-1800	AG	72	5.3	.0	33.0
R. SL	-1900	-1900	-1800	-1800	AG	132	5.3	.0	33.0
S. WL	0	0	500	15	AG	88	4.4	.0	33.0
T. EL	0	0	-500	-15	AG	142	4.4	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	40	48	6.0
2. SE3	40	-48	6.0
3. SW3	-40	-48	6.0
4. NW3	-40	48	6.0
5. NE7	53	61	6.0
6. SE7	53	-61	6.0
7. SW7	-53	-61	6.0
8. NW7	-53	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	185.	1.5	.0	.8	.0	.0	.0	.0	.0	.0
2. SE3	275.	1.5	.0	.3	.0	.0	.0	.0	.0	.0
3. SW3	82.	1.4	.0	.2	.0	.0	.0	.0	.0	.0
4. NW3	95.	1.3	.0	.0	.2	.0	.0	.1	.0	.0
5. NE7	187.	1.1	.0	.5	.0	.0	.0	.0	.0	.0
6. SE7	277.	1.2	.0	.3	.0	.0	.0	.0	.0	.0
7. SW7	82.	1.0	.0	.2	.0	.0	.0	.0	.0	.0
8. NW7	97.	1.0	.0	.0	.1	.0	.0	.0	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.3	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.2	.1	.8	.0	.0	.0	.0	.0	.0
3. SW3	.1	.2	.0	.0	.0	.1	.6	.0	.0	.0	.0	.0
4. NW3	.0	.7	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
5. NE7	.0	.2	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.1	.0	.5	.0	.0	.0	.0	.0	.0
7. SW7	.1	.1	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0
8. NW7	.0	.5	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: HOOVER STREET AND GAGE AVENUE AM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG= WORST CASE	VD= .0 CM/S	
CLAS= 7 (G)	VS= .0 CM/S	
MIXH= 1000. M	AMB= .0 PPM	
SIGTH= 5. DEGREES	TEMP= 15.6 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	1058	3.0	.0	50.0
B. NA	15	-500	15	0	AG	986	6.0	.0	33.0
C. ND	15	0	15	500	AG	1131	4.3	.0	33.0
D. NE	15	500	15	1500	AG	1131	3.0	.0	50.0
E. SF	-15	1500	-15	500	AG	498	3.0	.0	50.0
F. SA	-15	500	-15	0	AG	347	5.3	.0	33.0
G. SD	-15	0	-15	-500	AG	432	3.4	.0	33.0
H. SE	-15	-500	-15	-1500	AG	432	3.0	.0	50.0
I. WF	1500	23	500	23	AG	1072	3.0	.0	50.0
J. WA	500	23	0	23	AG	984	4.5	.0	45.0
K. WD	0	23	-500	23	AG	954	3.3	.0	33.0
L. WE	-500	23	-1500	23	AG	954	3.0	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1241	3.0	.0	50.0
N. EA	-500	-23	0	-23	AG	1079	4.7	.0	45.0
O. ED	0	-23	500	-23	AG	1352	3.4	.0	33.0
P. EE	500	-23	1500	-23	AG	1352	3.0	.0	50.0
Q. NL	1900	-1900	1800	-1800	AG	72	5.3	.0	33.0
R. SL	-1900	-1900	-1800	-1800	AG	151	5.3	.0	33.0
S. WL	0	0	500	15	AG	88	4.4	.0	33.0
T. EL	0	0	-500	-15	AG	162	4.4	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	40	48	6.0
2. SE3	40	-48	6.0
3. SW3	-40	-48	6.0
4. NW3	-40	48	6.0
5. NE7	53	61	6.0
6. SE7	53	-61	6.0
7. SW7	-53	-61	6.0
8. NW7	-53	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	185.	1.5	.0	.8	.0	.0	.0	.0	.0	.0
2. SE3	275.	1.6	.0	.4	.0	.0	.0	.0	.0	.0
3. SW3	82.	1.4	.0	.2	.0	.0	.0	.0	.0	.0
4. NW3	95.	1.4	.0	.0	.2	.0	.0	.1	.0	.0
5. NE7	187.	1.1	.0	.6	.0	.0	.0	.0	.0	.0
6. SE7	277.	1.2	.0	.3	.0	.0	.0	.0	.0	.0
7. SW7	82.	1.0	.0	.2	.0	.0	.0	.0	.0	.0
8. NW7	97.	1.1	.0	.0	.2	.0	.0	.0	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.3	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.2	.1	.8	.0	.0	.0	.0	.0	.0
3. SW3	.1	.2	.0	.0	.0	.1	.6	.0	.0	.0	.0	.0
4. NW3	.0	.7	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
5. NE7	.0	.2	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.1	.0	.5	.0	.0	.0	.0	.0	.0
7. SW7	.1	.1	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0
8. NW7	.0	.5	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: HOOVER STREET AND GAGE AVENUE PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	588	3.0	.0	50.0
B. NA	23	-500	23	0	AG	524	5.1	.0	45.0
C. ND	23	0	23	500	AG	623	3.4	.0	33.0
D. NE	23	500	23	1500	AG	623	3.0	.0	50.0
E. SF	-23	1500	-23	500	AG	1018	3.0	.0	50.0
F. SA	-23	500	-23	0	AG	876	5.3	.0	45.0
G. SD	-23	0	-23	-500	AG	923	3.6	.0	33.0
H. SE	-23	-500	-23	-1500	AG	923	3.0	.0	50.0
I. WF	1500	23	500	23	AG	1168	3.0	.0	50.0
J. WA	500	23	0	23	AG	1046	4.5	.0	45.0
K. WD	0	23	-500	23	AG	1143	3.3	.0	33.0
L. WE	-500	23	-1500	23	AG	1143	3.0	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1007	3.0	.0	50.0
N. EA	-500	-23	0	-23	AG	936	4.5	.0	45.0
O. ED	0	-23	500	-23	AG	1092	3.3	.0	33.0
P. EE	500	-23	1500	-23	AG	1092	3.0	.0	50.0
Q. NL	1900	-1900	1800	-1800	AG	64	5.1	.0	33.0
R. SL	-1900	-1900	-1800	-1800	AG	142	5.1	.0	33.0
S. WL	0	0	500	15	AG	122	4.5	.0	33.0
T. EL	0	0	-500	-15	AG	71	4.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	48	48	6.0
2. SE3	48	-48	6.0
3. SW3	-48	-48	6.0
4. NW3	-48	48	6.0
5. NE7	61	61	6.0
6. SE7	61	-61	6.0
7. SW7	-61	-61	6.0
8. NW7	-61	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	1.3	.0	.0	.1	.0	.0	.2	.0	.0
2. SE3	352.	1.1	.0	.0	.3	.0	.0	.2	.0	.0
3. SW3	82.	1.3	.0	.1	.0	.0	.0	.0	.2	.0
4. NW3	95.	1.4	.0	.0	.0	.0	.0	.3	.0	.0
5. NE7	262.	.9	.0	.0	.1	.0	.0	.2	.0	.0
6. SE7	277.	1.0	.0	.1	.0	.0	.0	.0	.1	.0
7. SW7	6.	1.0	.0	.0	.0	.1	.0	.5	.0	.0
8. NW7	97.	1.1	.0	.0	.0	.0	.0	.2	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.5	.0	.0	.2	.0	.0	.0	.0	.0	.0
2. SE3	.0	.2	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
3. SW3	.1	.2	.0	.0	.0	.2	.5	.0	.0	.0	.0	.0
4. NW3	.0	.7	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
5. NE7	.0	.0	.4	.0	.1	.1	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.2	.0	.4	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.1	.0	.0	.2	.0	.0	.0	.0	.0	.0
8. NW7	.0	.5	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: HOOVER STREET AND GAGE AVENUE PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG= WORST CASE	VD= .0 CM/S	
CLAS= 7 (G)	VS= .0 CM/S	
MIXH= 1000. M	AMB= .0 PPM	
SIGTH= 5. DEGREES	TEMP= 15.6 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	598	3.0	.0	50.0
B. NA	23	-500	23	0	AG	534	5.1	.0	45.0
C. ND	23	0	23	500	AG	658	3.4	.0	33.0
D. NE	23	500	23	1500	AG	658	3.0	.0	50.0
E. SF	-23	1500	-23	500	AG	1033	3.0	.0	50.0
F. SA	-23	500	-23	0	AG	883	5.3	.0	45.0
G. SD	-23	0	-23	-500	AG	927	3.6	.0	33.0
H. SE	-23	-500	-23	-1500	AG	927	3.0	.0	50.0
I. WF	1500	23	500	23	AG	1178	3.0	.0	50.0
J. WA	500	23	0	23	AG	1056	4.7	.0	45.0
K. WD	0	23	-500	23	AG	1146	3.4	.0	33.0
L. WE	-500	23	-1500	23	AG	1146	3.0	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1022	3.0	.0	50.0
N. EA	-500	-23	0	-23	AG	936	4.7	.0	45.0
O. ED	0	-23	500	-23	AG	1100	3.4	.0	33.0
P. EE	500	-23	1500	-23	AG	1100	3.0	.0	50.0
Q. NL	1900	-1900	1800	-1800	AG	64	5.1	.0	33.0
R. SL	-1900	-1900	-1800	-1800	AG	150	5.1	.0	33.0
S. WL	0	0	500	15	AG	122	4.5	.0	33.0
T. EL	0	0	-500	-15	AG	86	4.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	48	48	6.0
2. SE3	48	-48	6.0
3. SW3	-48	-48	6.0
4. NW3	-48	48	6.0
5. NE7	61	61	6.0
6. SE7	61	-61	6.0
7. SW7	-61	-61	6.0
8. NW7	-61	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	1.4	.0	.0	.1	.0	.0	.2	.0	.0
2. SE3	352.	1.2	.0	.1	.3	.0	.0	.2	.0	.0
3. SW3	82.	1.4	.0	.1	.0	.0	.0	.0	.2	.0
4. NW3	95.	1.5	.0	.0	.0	.0	.0	.3	.0	.0
5. NE7	262.	1.0	.0	.0	.1	.0	.0	.2	.0	.0
6. SE7	277.	1.0	.0	.1	.0	.0	.0	.0	.1	.0
7. SW7	81.	1.0	.0	.0	.0	.0	.0	.0	.2	.0
8. NW7	97.	1.2	.0	.0	.0	.0	.0	.2	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.5	.0	.0	.2	.0	.0	.0	.0	.0	.0
2. SE3	.0	.2	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
3. SW3	.1	.2	.0	.0	.0	.2	.5	.0	.0	.0	.0	.0
4. NW3	.1	.7	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
5. NE7	.0	.0	.4	.0	.1	.1	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.2	.0	.5	.0	.0	.0	.0	.0	.0
7. SW7	.0	.2	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0
8. NW7	.0	.5	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: HOOVER STREET AND SLAUSON AVENUE AM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG=	WORST CASE	VD= .0 CM/S	
CLAS=	7 (G)	VS= .0 CM/S	
MIXH=	1000. M	AMB= .0 PPM	
SIGTH=	5. DEGREES	TEMP= 15.6 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	973	3.0	.0	50.0
B. NA	23	-500	23	0	AG	912	5.3	.0	45.0
C. ND	23	0	23	500	AG	1075	3.6	.0	33.0
D. NE	23	500	23	1500	AG	1075	3.0	.0	50.0
E. SF	-23	1500	-23	500	AG	742	3.0	.0	50.0
F. SA	-23	500	-23	0	AG	595	5.1	.0	45.0
G. SD	-23	0	-23	-500	AG	560	3.4	.0	33.0
H. SE	-23	-500	-23	-1500	AG	560	3.0	.0	50.0
I. WF	1500	23	500	23	AG	1096	3.0	.0	50.0
J. WA	500	23	0	23	AG	1045	4.5	.0	45.0
K. WD	0	23	-500	23	AG	1208	3.3	.0	33.0
L. WE	-500	23	-1500	23	AG	1208	3.0	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1278	3.0	.0	50.0
N. EA	-500	-23	0	-23	AG	1141	4.7	.0	45.0
O. ED	0	-23	500	-23	AG	1246	3.3	.0	33.0
P. EE	500	-23	1500	-23	AG	1246	3.0	.0	50.0
Q. NL	0	0	15	-500	AG	61	5.1	.0	33.0
R. SL	0	0	-15	500	AG	147	5.1	.0	33.0
S. WL	0	0	500	15	AG	51	4.5	.0	33.0
T. EL	0	0	-500	-15	AG	137	4.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	48	48	6.0
2. SE3	48	-48	6.0
3. SW3	-48	-48	6.0
4. NW3	-48	48	6.0
5. NE7	61	61	6.0
6. SE7	61	-61	6.0
7. SW7	-61	-61	6.0
8. NW7	-61	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	1.5	.0	.0	.2	.0	.0	.1	.0	.0
2. SE3	352.	1.4	.0	.2	.5	.0	.0	.1	.0	.0
3. SW3	82.	1.4	.0	.2	.0	.0	.0	.0	.1	.0
4. NW3	95.	1.4	.0	.0	.1	.0	.0	.2	.0	.0
5. NE7	261.	1.1	.0	.0	.2	.0	.0	.1	.0	.0
6. SE7	277.	1.2	.0	.2	.0	.0	.0	.0	.0	.0
7. SW7	7.	1.1	.0	.0	.0	.2	.0	.3	.0	.0
8. NW7	97.	1.1	.0	.0	.1	.0	.0	.2	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.5	.0	.1	.2	.0	.0	.0	.0	.0	.0
2. SE3	.0	.2	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
3. SW3	.1	.2	.0	.0	.0	.2	.5	.0	.0	.0	.0	.0
4. NW3	.0	.7	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
5. NE7	.0	.0	.4	.0	.1	.2	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.2	.0	.5	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.1	.0	.0	.3	.0	.0	.0	.0	.0	.0
8. NW7	.0	.5	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: HOOVER STREET AND SLAUSON AVENUE AM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG=	WORST CASE	VD= .0 CM/S	
CLAS=	7 (G)	VS= .0 CM/S	
MIXH=	1000. M	AMB= .0 PPM	
SIGTH=	5. DEGREES	TEMP= 15.6 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	973	3.0	.0	50.0
B. NA	23	-500	23	0	AG	912	5.3	.0	45.0
C. ND	23	0	23	500	AG	1095	3.7	.0	33.0
D. NE	23	500	23	1500	AG	1095	3.0	.0	50.0
E. SF	-23	1500	-23	500	AG	808	3.0	.0	50.0
F. SA	-23	500	-23	0	AG	661	5.3	.0	45.0
G. SD	-23	0	-23	-500	AG	872	3.5	.0	33.0
H. SE	-23	-500	-23	-1500	AG	872	3.0	.0	50.0
I. WF	1500	23	500	23	AG	1203	3.0	.0	50.0
J. WA	500	23	0	23	AG	1045	4.5	.0	45.0
K. WD	0	23	-500	23	AG	1208	3.3	.0	33.0
L. WE	-500	23	-1500	23	AG	1208	3.0	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1478	3.0	.0	50.0
N. EA	-500	-23	0	-23	AG	1321	4.7	.0	45.0
O. ED	0	-23	500	-23	AG	1287	3.3	.0	33.0
P. EE	500	-23	1500	-23	AG	1287	3.0	.0	50.0
Q. NL	0	0	15	-500	AG	61	5.3	.0	33.0
R. SL	0	0	-15	500	AG	147	5.3	.0	33.0
S. WL	0	0	500	15	AG	158	4.4	.0	33.0
T. EL	0	0	-500	-15	AG	157	4.4	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	48	48	6.0
2. SE3	48	-48	6.0
3. SW3	-48	-48	6.0
4. NW3	-48	48	6.0
5. NE7	61	61	6.0
6. SE7	61	-61	6.0
7. SW7	-61	-61	6.0
8. NW7	-61	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	1.6	.0	.0	.2	.0	.0	.1	.0	.0
2. SE3	352.	1.5	.0	.2	.5	.0	.0	.2	.0	.0
3. SW3	82.	1.6	.0	.2	.0	.0	.0	.0	.2	.0
4. NW3	172.	1.4	.0	.2	.0	.0	.0	.1	.4	.0
5. NE7	260.	1.1	.0	.0	.2	.0	.0	.1	.0	.0
6. SE7	277.	1.3	.0	.2	.0	.0	.0	.0	.0	.0
7. SW7	8.	1.2	.0	.0	.1	.1	.0	.4	.0	.0
8. NW7	97.	1.2	.0	.0	.1	.0	.0	.2	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.5	.0	.1	.3	.0	.0	.0	.0	.0	.0
2. SE3	.0	.2	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0
3. SW3	.1	.2	.0	.0	.0	.2	.6	.0	.0	.0	.0	.0
4. NW3	.0	.0	.2	.0	.0	.2	.0	.0	.0	.0	.0	.0
5. NE7	.0	.0	.4	.0	.0	.3	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.2	.0	.6	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.1	.0	.0	.3	.0	.0	.0	.0	.0	.0
8. NW7	.0	.5	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: HOOVER STREET AND SLAUSON AVENUE PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG=	WORST CASE	VD= .0 CM/S	
CLAS=	7 (G)	VS= .0 CM/S	
MIXH=	1000. M	AMB= .0 PPM	
SIGTH=	5. DEGREES	TEMP= 15.6 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	641	3.0	.0	50.0
B. NA	23	-500	23	0	AG	507	5.3	.0	45.0
C. ND	23	0	23	500	AG	708	3.6	.0	33.0
D. NE	23	500	23	1500	AG	708	3.0	.0	50.0
E. SF	-23	1500	-23	500	AG	1139	3.0	.0	50.0
F. SA	-23	500	-23	0	AG	1002	5.5	.0	45.0
G. SD	-23	0	-23	-500	AG	962	3.8	.0	33.0
H. SE	-23	-500	-23	-1500	AG	962	3.0	.0	50.0
I. WF	1500	23	500	23	AG	1268	3.0	.0	50.0
J. WA	500	23	0	23	AG	1242	4.5	.0	45.0
K. WD	0	23	-500	23	AG	1397	3.4	.0	33.0
L. WE	-500	23	-1500	23	AG	1397	3.0	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1488	3.0	.0	50.0
N. EA	-500	-23	0	-23	AG	1395	4.7	.0	45.0
O. ED	0	-23	500	-23	AG	1469	3.4	.0	33.0
P. EE	500	-23	1500	-23	AG	1469	3.0	.0	50.0
Q. NL	0	0	15	-500	AG	134	5.3	.0	33.0
R. SL	0	0	-15	500	AG	137	5.3	.0	33.0
S. WL	0	0	500	15	AG	26	4.4	.0	33.0
T. EL	0	0	-500	-15	AG	93	4.4	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	48	48	6.0
2. SE3	48	-48	6.0
3. SW3	-48	-48	6.0
4. NW3	-48	48	6.0
5. NE7	61	61	6.0
6. SE7	61	-61	6.0
7. SW7	-61	-61	6.0
8. NW7	-61	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	1.7	.0	.0	.2	.0	.0	.2	.0	.0
2. SE3	275.	1.7	.0	.2	.0	.0	.0	.0	.1	.0
3. SW3	82.	1.6	.0	.1	.0	.0	.0	.0	.2	.0
4. NW3	172.	1.5	.0	.1	.0	.0	.0	.2	.5	.0
5. NE7	261.	1.2	.0	.0	.1	.0	.0	.2	.0	.0
6. SE7	277.	1.3	.0	.1	.0	.0	.0	.0	.1	.0
7. SW7	7.	1.3	.0	.0	.0	.1	.0	.6	.0	.0
8. NW7	97.	1.3	.0	.0	.0	.0	.0	.3	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.6	.0	.1	.3	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.2	.1	.9	.0	.0	.0	.0	.0	.0
3. SW3	.1	.2	.0	.0	.0	.2	.6	.0	.0	.0	.0	.0
4. NW3	.0	.0	.3	.0	.0	.2	.0	.0	.0	.0	.0	.0
5. NE7	.0	.0	.4	.0	.1	.2	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.2	.0	.6	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.1	.0	.0	.3	.0	.0	.0	.0	.0	.0
8. NW7	.0	.6	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: HOOVER STREET AND SLAUSON AVENUE PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100.	CM ALT= 0. (FT)
BRG=	WORST CASE	VD= .0	CM/S
CLAS=	7 (G)	VS= .0	CM/S
MIXH=	1000. M	AMB= .0	PPM
SIGTH=	5. DEGREES	TEMP= 15.6	DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	641	3.0	.0	50.0
B. NA	23	-500	23	0	AG	507	5.3	.0	45.0
C. ND	23	0	23	500	AG	716	3.6	.0	33.0
D. NE	23	500	23	1500	AG	716	3.0	.0	50.0
E. SF	-23	1500	-23	500	AG	1188	3.0	.0	50.0
F. SA	-23	500	-23	0	AG	1051	5.7	.0	45.0
G. SD	-23	0	-23	-500	AG	1189	4.5	.0	33.0
H. SE	-23	-500	-23	-1500	AG	1189	3.0	.0	50.0
I. WF	1500	23	500	23	AG	1347	3.0	.0	50.0
J. WA	500	23	0	23	AG	1242	4.5	.0	45.0
K. WD	0	23	-500	23	AG	1397	3.3	.0	33.0
L. WE	-500	23	-1500	23	AG	1397	3.0	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1611	3.0	.0	50.0
N. EA	-500	-23	0	-23	AG	1510	4.7	.0	45.0
O. ED	0	-23	500	-23	AG	1485	3.3	.0	33.0
P. EE	500	-23	1500	-23	AG	1485	3.0	.0	50.0
Q. NL	0	0	15	-500	AG	134	5.3	.0	33.0
R. SL	0	0	-15	500	AG	137	5.3	.0	33.0
S. WL	0	0	500	15	AG	105	4.4	.0	33.0
T. EL	0	0	-500	-15	AG	101	4.4	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	48	48	6.0
2. SE3	48	-48	6.0
3. SW3	-48	-48	6.0
4. NW3	-48	48	6.0
5. NE7	61	61	6.0
6. SE7	61	-61	6.0
7. SW7	-61	-61	6.0
8. NW7	-61	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	1.7	.0	.0	.2	.0	.0	.2	.0	.0
2. SE3	275.	1.8	.0	.2	.0	.0	.0	.0	.2	.0
3. SW3	82.	1.8	.0	.1	.0	.0	.0	.0	.3	.0
4. NW3	172.	1.8	.0	.1	.0	.0	.0	.2	.7	.0
5. NE7	260.	1.2	.0	.0	.1	.0	.0	.2	.0	.0
6. SE7	277.	1.4	.0	.1	.0	.0	.0	.0	.2	.0
7. SW7	7.	1.4	.0	.0	.0	.1	.0	.6	.0	.0
8. NW7	97.	1.4	.0	.0	.0	.0	.0	.3	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.6	.0	.1	.3	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.2	.1	1.0	.0	.0	.0	.0	.0	.0
3. SW3	.1	.2	.0	.0	.0	.3	.6	.0	.0	.0	.0	.0
4. NW3	.0	.0	.3	.0	.0	.3	.0	.0	.0	.0	.0	.0
5. NE7	.0	.0	.4	.0	.0	.3	.0	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.2	.0	.7	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.1	.0	.0	.4	.0	.0	.0	.0	.0	.0
8. NW7	.0	.6	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: VERMONT AVENUE AND SLAUSON AVENUE AM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG=	WORST CASE	VD= .0 CM/S	
CLAS=	7 (G)	VS= .0 CM/S	
MIXH=	1000. M	AMB= .0 PPM	
SIGTH=	5. DEGREES	TEMP= 15.6 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	1324	3.0	.0	50.0
B. NA	23	-500	23	0	AG	1203	5.3	.0	45.0
C. ND	23	0	23	500	AG	1236	3.8	.0	33.0
D. NE	23	500	23	1500	AG	1236	3.0	.0	50.0
E. SF	-23	1500	-23	500	AG	794	3.0	.0	50.0
F. SA	-23	500	-23	0	AG	777	5.3	.0	33.0
G. SD	-23	0	-23	-500	AG	967	3.5	.0	33.0
H. SE	-23	-500	-23	-1500	AG	967	3.0	.0	50.0
I. WF	1500	23	500	23	AG	1168	3.0	.0	50.0
J. WA	500	23	0	23	AG	1039	4.7	.0	45.0
K. WD	0	23	-500	23	AG	1153	3.4	.0	33.0
L. WE	-500	23	-1500	23	AG	1153	3.0	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1304	3.0	.0	50.0
N. EA	-500	-23	0	-23	AG	1239	4.9	.0	45.0
O. ED	0	-23	500	-23	AG	1234	3.4	.0	33.0
P. EE	500	-23	1500	-23	AG	1234	3.0	.0	50.0
Q. NL	0	0	15	-500	AG	121	5.1	.0	33.0
R. SL	-1900	-1900	-1800	-1800	AG	17	5.1	.0	33.0
S. WL	0	0	500	15	AG	129	4.7	.0	33.0
T. EL	0	0	-500	-15	AG	65	4.7	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	48	48	6.0
2. SE3	48	-48	6.0
3. SW3	-48	-48	6.0
4. NW3	-48	48	6.0
5. NE7	61	61	6.0
6. SE7	61	-61	6.0
7. SW7	-61	-61	6.0
8. NW7	-61	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	1.6	.0	.0	.3	.0	.0	.1	.0	.0
2. SE3	352.	1.6	.0	.2	.6	.0	.0	.2	.0	.0
3. SW3	82.	1.6	.0	.2	.0	.0	.0	.0	.2	.0
4. NW3	172.	1.4	.1	.3	.0	.0	.0	.0	.5	.0
5. NE7	187.	1.4	.0	.6	.0	.0	.0	.0	.0	.1
6. SE7	277.	1.4	.0	.3	.0	.0	.0	.0	.1	.0
7. SW7	81.	1.1	.0	.2	.0	.0	.0	.0	.2	.0
8. NW7	97.	1.2	.0	.0	.1	.0	.0	.2	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.5	.0	.1	.3	.0	.0	.0	.0	.0	.0
2. SE3	.0	.2	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0
3. SW3	.1	.2	.0	.0	.0	.2	.5	.0	.0	.0	.0	.0
4. NW3	.0	.0	.2	.0	.0	.2	.0	.0	.0	.0	.0	.0
5. NE7	.0	.3	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.2	.0	.6	.0	.0	.0	.0	.0	.0
7. SW7	.0	.2	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0
8. NW7	.0	.5	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: VERMONT AVENUE AND SLAUSON AVENUE AM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG=	WORST CASE	VD= .0 CM/S	
CLAS=	7 (G)	VS= .0 CM/S	
MIXH=	1000. M	AMB= .0 PPM	
SIGTH=	5. DEGREES	TEMP= 15.6 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	1460	3.0	.0	50.0
B. NA	23	-500	23	0	AG	1268	5.3	.0	45.0
C. ND	23	0	23	500	AG	1278	3.7	.0	33.0
D. NE	23	500	23	1500	AG	1278	3.0	.0	50.0
E. SF	-23	1500	-23	500	AG	808	3.0	.0	50.0
F. SA	-23	500	-23	0	AG	777	5.3	.0	33.0
G. SD	-23	0	-23	-500	AG	967	3.5	.0	33.0
H. SE	-23	-500	-23	-1500	AG	967	3.0	.0	50.0
I. WF	1500	23	500	23	AG	1168	3.0	.0	50.0
J. WA	500	23	0	23	AG	1039	4.9	.0	45.0
K. WD	0	23	-500	23	AG	1224	3.5	.0	33.0
L. WE	-500	23	-1500	23	AG	1224	3.0	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1395	3.0	.0	50.0
N. EA	-500	-23	0	-23	AG	1330	4.9	.0	45.0
O. ED	0	-23	500	-23	AG	1362	3.7	.0	33.0
P. EE	500	-23	1500	-23	AG	1362	3.0	.0	50.0
Q. NL	0	0	15	-500	AG	192	4.9	.0	33.0
R. SL	-1900	-1900	-1800	-1800	AG	31	4.9	.0	33.0
S. WL	0	0	500	15	AG	129	4.7	.0	33.0
T. EL	0	0	-500	-15	AG	65	4.7	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	48	48	6.0
2. SE3	48	-48	6.0
3. SW3	-48	-48	6.0
4. NW3	-48	48	6.0
5. NE7	61	61	6.0
6. SE7	61	-61	6.0
7. SW7	-61	-61	6.0
8. NW7	-61	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	1.6	.0	.0	.3	.0	.0	.1	.0	.0
2. SE3	275.	1.9	.0	.4	.0	.0	.0	.0	.1	.0
3. SW3	82.	1.8	.0	.2	.0	.0	.0	.0	.2	.0
4. NW3	172.	1.5	.1	.3	.0	.0	.0	.0	.5	.0
5. NE7	187.	1.5	.0	.7	.0	.0	.0	.0	.0	.1
6. SE7	277.	1.5	.0	.3	.0	.0	.0	.0	.1	.0
7. SW7	81.	1.2	.0	.2	.0	.0	.0	.0	.2	.0
8. NW7	170.	1.2	.0	.3	.0	.0	.0	.0	.3	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.6	.0	.1	.3	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.2	.1	.9	.0	.0	.0	.0	.0	.0
3. SW3	.1	.2	.0	.0	.0	.2	.6	.0	.0	.0	.0	.0
4. NW3	.0	.0	.3	.0	.0	.2	.0	.0	.0	.0	.0	.0
5. NE7	.0	.3	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.2	.0	.6	.0	.0	.0	.0	.0	.0
7. SW7	.0	.2	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0
8. NW7	.0	.0	.2	.0	.0	.2	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: VERMONT AVENUE AND SLAUSON AVENUE PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG=	WORST CASE	VD= .0 CM/S	
CLAS=	7 (G)	VS= .0 CM/S	
MIXH=	1000. M	AMB= .0 PPM	
SIGTH=	5. DEGREES	TEMP= 15.6 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	1032	3.0	.0	50.0
B. NA	23	-500	23	0	AG	920	5.3	.0	45.0
C. ND	23	0	23	500	AG	1045	3.7	.0	33.0
D. NE	23	500	23	1500	AG	1045	3.0	.0	50.0
E. SF	-23	1500	-23	500	AG	938	3.0	.0	50.0
F. SA	-23	500	-23	0	AG	930	6.0	.0	33.0
G. SD	-23	0	-23	-500	AG	1076	3.7	.0	33.0
H. SE	-23	-500	-23	-1500	AG	1076	3.0	.0	50.0
I. WF	1500	23	500	23	AG	1312	3.0	.0	50.0
J. WA	500	23	0	23	AG	1251	4.7	.0	45.0
K. WD	0	23	-500	23	AG	1301	3.4	.0	33.0
L. WE	-500	23	-1500	23	AG	1301	3.0	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1552	3.0	.0	50.0
N. EA	-500	-23	0	-23	AG	1463	4.9	.0	45.0
O. ED	0	-23	500	-23	AG	1412	3.4	.0	33.0
P. EE	500	-23	1500	-23	AG	1412	3.0	.0	50.0
Q. NL	0	0	15	-500	AG	112	5.3	.0	33.0
R. SL	-1900	-1900	-1800	-1800	AG	8	5.3	.0	33.0
S. WL	0	0	500	15	AG	61	4.5	.0	33.0
T. EL	0	0	-500	-15	AG	89	4.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	48	48	6.0
2. SE3	48	-48	6.0
3. SW3	-48	-48	6.0
4. NW3	-48	48	6.0
5. NE7	61	61	6.0
6. SE7	61	-61	6.0
7. SW7	-61	-61	6.0
8. NW7	-61	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	1.7	.0	.0	.2	.0	.0	.2	.0	.0
2. SE3	275.	1.9	.0	.3	.0	.0	.0	.0	.1	.0
3. SW3	82.	1.8	.0	.2	.0	.0	.0	.0	.2	.0
4. NW3	95.	1.7	.0	.0	.1	.0	.0	.3	.0	.0
5. NE7	187.	1.3	.0	.5	.0	.0	.0	.0	.0	.2
6. SE7	277.	1.5	.0	.3	.0	.0	.0	.0	.1	.0
7. SW7	7.	1.3	.0	.0	.0	.1	.0	.5	.0	.0
8. NW7	97.	1.3	.0	.0	.1	.0	.0	.3	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.6	.0	.1	.3	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.2	.1	1.0	.0	.0	.0	.0	.0	.0
3. SW3	.1	.3	.0	.0	.0	.3	.6	.0	.0	.0	.0	.0
4. NW3	.1	.8	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
5. NE7	.0	.3	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.2	.0	.7	.0	.0	.0	.0	.0	.0
7. SW7	.0	.0	.1	.0	.0	.4	.0	.0	.0	.0	.0	.0
8. NW7	.0	.6	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION

JOB: VERMONT AVENUE AND SLAUSON AVENUE PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100.	CM
BRG=	WORST CASE	VD= .0	CM/S
CLAS=	7 (G)	VS= .0	CM/S
MIXH=	1000. M	AMB= .0	PPM
SIGTH=	5. DEGREES	TEMP= 15.6	DEGREE (C)
ALT=	0. (FT)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	23	-1500	23	-500	AG	1093	3.0	.0	50.0
B. NA	23	-500	23	0	AG	953	5.3	.0	45.0
C. ND	23	0	23	500	AG	1061	3.7	.0	33.0
D. NE	23	500	23	1500	AG	1061	3.0	.0	50.0
E. SF	-23	1500	-23	500	AG	949	3.0	.0	50.0
F. SA	-23	500	-23	0	AG	930	6.0	.0	33.0
G. SD	-23	0	-23	-500	AG	1076	3.7	.0	33.0
H. SE	-23	-500	-23	-1500	AG	1076	3.0	.0	50.0
I. WF	1500	23	500	23	AG	1312	3.0	.0	50.0
J. WA	500	23	0	23	AG	1251	4.7	.0	45.0
K. WD	0	23	-500	23	AG	1329	3.4	.0	33.0
L. WE	-500	23	-1500	23	AG	1329	3.0	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1620	3.0	.0	50.0
N. EA	-500	-23	0	-23	AG	1531	4.9	.0	45.0
O. ED	0	-23	500	-23	AG	1508	3.7	.0	33.0
P. EE	500	-23	1500	-23	AG	1508	3.0	.0	50.0
Q. NL	0	0	15	-500	AG	140	5.3	.0	33.0
R. SL	-1900	-1900	-1800	-1800	AG	19	5.3	.0	33.0
S. WL	0	0	500	15	AG	61	4.5	.0	33.0
T. EL	0	0	-500	-15	AG	89	4.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	48	48	6.0
2. SE3	48	-48	6.0
3. SW3	-48	-48	6.0
4. NW3	-48	48	6.0
5. NE7	61	61	6.0
6. SE7	61	-61	6.0
7. SW7	-61	-61	6.0
8. NW7	-61	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	262.	1.8	.0	.0	.2	.0	.0	.2	.0	.0
2. SE3	275.	2.0	.0	.3	.0	.0	.0	.0	.1	.0
3. SW3	82.	1.9	.0	.2	.0	.0	.0	.0	.2	.0
4. NW3	95.	1.8	.0	.0	.1	.0	.0	.3	.0	.0
5. NE7	187.	1.3	.0	.5	.0	.0	.0	.0	.0	.2
6. SE7	277.	1.5	.0	.3	.0	.0	.0	.0	.1	.0
7. SW7	82.	1.3	.0	.2	.0	.0	.0	.0	.2	.0
8. NW7	97.	1.4	.0	.0	.1	.0	.0	.3	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.6	.0	.1	.3	.0	.0	.0	.0	.0	.0
2. SE3	.0	.0	.0	.2	.1	1.0	.0	.0	.0	.0	.0	.0
3. SW3	.1	.3	.0	.0	.0	.3	.7	.0	.0	.0	.0	.0
4. NW3	.1	.8	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
5. NE7	.0	.3	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
6. SE7	.0	.0	.0	.2	.0	.7	.0	.0	.0	.0	.0	.0
7. SW7	.1	.2	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0
8. NW7	.0	.6	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0

Title : Los Angeles County Avg January 15 CYrs 2007 to 2020 Default Title
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2007/03/26 10:45:39
Scen Year: 2011 -- All model years in the range 1967 to 2011 selected
Season : Winter
Area : Los Angeles

****

Year: 2011 -- Model Years 1967 to 2011 Inclusive -- Winter
Emfac2007 Emission Factors: V2.3 Nov 1 2006

County Average | Los Angeles | County Average

Table 1: Running Exhaust Emissions (grams/mile)

Pollutant Name: Carbon Monoxide | Temperature: 60F | Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
3	4.381	6.115	9.260	22.409	29.451	33.287	6.592
4	4.234	5.895	9.015	22.409	29.451	33.287	6.418
5	4.097	5.689	8.789	22.409	29.451	33.287	6.255
6	3.968	5.495	8.312	20.794	26.880	31.957	5.980
7	3.847	5.314	7.878	19.312	24.591	30.739	5.726
8	3.733	5.144	7.482	17.950	22.549	29.623	5.491
9	3.625	4.985	7.121	16.699	20.725	28.602	5.272
10	3.524	4.835	6.790	15.548	19.092	27.668	5.069
11	3.428	4.694	6.486	14.489	17.629	26.813	4.881
12	3.337	4.561	6.207	13.516	16.316	26.034	4.705
13	3.251	4.435	5.951	12.622	15.136	25.323	4.541
14	3.170	4.317	5.714	11.802	14.073	24.677	4.388
15	3.093	4.204	5.496	11.050	13.116	24.092	4.246
16	3.019	4.098	5.294	10.363	12.252	23.563	4.113
17	2.949	3.997	5.107	9.737	11.471	23.087	3.988
18	2.882	3.901	4.934	9.167	10.765	22.662	3.872
19	2.819	3.810	4.773	8.641	10.126	22.285	3.763
20	2.758	3.724	4.623	8.266	9.547	21.954	3.666
21	2.700	3.642	4.485	7.917	9.021	21.667	3.574
22	2.645	3.564	4.355	7.592	8.545	21.423	3.488
23	2.592	3.489	4.235	7.289	8.112	21.220	3.406
24	2.541	3.419	4.123	7.005	7.718	21.057	3.329
25	2.493	3.351	4.018	6.741	7.361	20.933	3.256
26	2.447	3.287	3.920	6.494	7.036	20.849	3.188
27	2.403	3.226	3.829	6.264	6.742	20.802	3.123
28	2.360	3.167	3.744	6.049	6.474	20.795	3.061
29	2.320	3.112	3.665	5.848	6.231	20.826	3.004
30	2.281	3.059	3.591	5.660	6.012	20.896	2.949
31	2.244	3.008	3.522	5.486	5.813	21.006	2.898
32	2.208	2.960	3.458	5.324	5.634	21.157	2.849
33	2.174	2.915	3.398	5.173	5.473	21.349	2.804
34	2.142	2.871	3.343	5.033	5.328	21.585	2.761
35	2.111	2.830	3.292	4.904	5.199	21.865	2.721
36	2.081	2.791	3.245	4.785	5.086	22.193	2.684
37	2.053	2.754	3.202	4.676	4.985	22.570	2.649
38	2.027	2.719	3.163	4.577	4.899	22.999	2.617
39	2.001	2.686	3.127	4.487	4.824	23.483	2.587
40	1.977	2.656	3.095	4.406	4.762	24.026	2.560

Cumulative Analysis

LAUSD South LA High School No. 3

Regional Emission Calculations (lbs/day)

	CO	NOx	PM10	ROC	SOx	PM2.5
Existing						
Total Existing	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
Project						
Mobile	717.3	94.8	90.6	72.7	0.5	22.4
Area	6.1	4.3	0.0	8.8	0.0	0.0
Stationary	3	0	19	1	2	0.7
Total Project	**727**	**99**	**110**	**82**	**3**	**23**
Net Project						
Net Mobile	717.3	94.8	90.6	72.7	0.5	22.4
Net Area	6.1	4.3	0.0	8.8	0.0	0.0
Net Stationary	3.4	0.2	19.4	0.7	2.0	0.7
Total Net	726.8	99.2	110.0	82.1	2.5	23.0
SCAQMD Significance Threshold	550	55	150	55	150	150
Difference	**177**	**44**	**(40)**	**27**	**(147)**	**(127)**
Significant?	**Yes**	**Yes**	**No**	**Yes**	**No**	**No**

Electricity Usage

Land Use	1,000 Sqft	Electricity Usage Rate [a] (kWh\sq.ft\yr)	Total Electricity Usage (KWh\year)	Total Electricity Usage (MWh\Day)	Emission Factors (lbs/MWh) [b] CO 0.2	ROC 0.01	NOx 1.15	PM10 0.04	SOx 0.12	PM2.5 [c] 0.04
Existing					**Emissions from Electricity Consumption (lbs/day)**					
Total Existing			**0**	**0.000**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Project										
Office	447.5	12.95	5,795,125	15.877	3.175	0.159	18.259	0.635	1.905	0.629
Restaurant	3.7	47.45	175,565	0.481	0.096	0.005	0.553	0.019	0.058	0.019
Elementary School	30.0	5.9	176,752	0.484	0.097	0.005	0.557	0.019	0.058	0.019
Total Project			**6,147,442**	**16.842**	**3.37**	**0.17**	**19.37**	**0.67**	**2.02**	**0.67**
Net Emissions From Electricity Usage					**3.37**	**0.17**	**19.37**	**0.67**	**2.02**	**0.67**

Summary of Stationary Emissions

	CO	ROC	NOx	PM10	SOx	PM2.5
Total Existing Emissions (lbs/day)	0.00	0.00	0.00	0.00	0.00	0.00
Total Project Emissions (lbs/day)	3.37	0.17	19.37	0.67	2.02	0.67
Total Net Emissions (lbs/day)	**3.37**	**0.17**	**19.37**	**0.67**	**2.02**	**0.67**

[a] Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

[b] Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

[c] Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993.

[d] Emission Factors from URBEMIS2002 Version 8.7 (US EPA 1995)

[e] The emission factors for NOx in lbs per million cuft of natural gas are 100 for nonresidential uses and 94 for residential uses.

[c] $PM_{2.5}$ calculation methodology derived from Final-Methodology to calculate $PM_{2.5}$ and $PM_{2.5}$ significance thresholds, SCAQMD, 2006.

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Operations\Related Projects Operations\Operations.urb
Project Name: Related project operations
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)	8.80	4.30	6.11	0.00	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	72.66	75.28	717.30	0.52	90.64

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	81.47	79.58	723.41	0.52	90.66

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Operations\Related Projects Operations\Operations.urb
Project Name: Related project operations
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)	8.44	4.27	3.58	0.00	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	58.72	94.80	665.81	0.47	90.64

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	67.16	99.07	669.40	0.47	90.65

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Operations\Related Projects Operations\Operations.urb
Project Name: Related project operations
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT

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

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.31	4.27	3.58	0	0.01
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	8.13	-	-	-	-
TOTALS(lbs/day,unmitigated)	8.44	4.27	3.58	0.00	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Elementary school	15.38	21.58	151.37	0.11	20.52
Junior high school	0.40	0.64	4.48	0.00	0.61
Fast food rest. w/ drive	14.45	24.52	171.60	0.12	23.04
Office park	28.49	48.07	338.37	0.24	46.48
TOTAL EMISSIONS (lbs/day)	58.72	94.80	665.81	0.47	90.64

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Elementary school		1.29 trips/students	1,625.00	2,096.25
Junior high school		4.53 trips/1000 sq. ft.	13.70	62.00
Fast food rest. w/ drive		715.95 trips/1000 sq. ft	3.70	2,649.00
Office park		8.78 trips/1000 sq. ft.	447.50	3,931.00
		Sum of Total Trips		8,738.25
		Total Vehicle Miles Traveled		59,825.07

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.70	1.10	98.70	0.20
Light Truck < 3,750 lbs	15.20	2.00	96.00	2.00
Light Truck 3,751- 5,750	16.20	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	68.80	31.20	0.00

School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	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)						
Elementary school				20.0	10.0	70.0
Junior high school				20.0	10.0	70.0
Fast food rest. w/ drive thru				5.0	2.5	92.5
Office park				48.0	24.0	28.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The hearth option switch changed from on to off.
The landscape year changed from 2005 to 2011.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2010.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 85.
The operational summer selection item changed from 8 to 6.

URBEMIS 2002 For Windows 8.7.0

File Name: V:\AQNOISE DIVISION\Active Projects\LAUSD South LA HS No 3 (EIR)\Operations\Related Projects Operations\Operations.urb
Project Name: Related project operations
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	0.31	4.27	3.58	0	0.01
Hearth - No summer emissions					
Landscaping	0.36	0.04	2.52	0.00	0.01
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	8.13	-	-	-	-
TOTALS(lbs/day,unmitigated)	8.80	4.30	6.11	0.00	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Elementary school	29.33	17.14	162.10	0.12	20.52
Junior high school	0.49	0.51	4.79	0.00	0.61
Fast food rest. w/ drive	12.93	19.51	181.33	0.13	23.04

Office park	29.92	38.12	369.08	0.27	46.48
TOTAL EMISSIONS (lbs/day)	72.66	75.28	717.30	0.52	90.64

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Elementary school		1.29 trips/students	1,625.00	2,096.25
Junior high school		4.53 trips/1000 sq. ft.	13.70	62.00
Fast food rest. w/ drive		715.95 trips/1000 sq. ft	3.70	2,649.00
Office park		8.78 trips/1000 sq. ft.	447.50	3,931.00
		Sum of Total Trips		8,738.25
		Total Vehicle Miles Traveled		59,825.07

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.70	1.10	98.70	0.20
Light Truck < 3,750 lbs	15.20	2.00	96.00	2.00
Light Truck 3,751- 5,750	16.20	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	68.80	31.20	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	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)						
Elementary school				20.0	10.0	70.0
Junior high school				20.0	10.0	70.0
Fast food rest. w/ drive thru				5.0	2.5	92.5
Office park				48.0	24.0	28.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The hearth option switch changed from on to off.
The landscape year changed from 2005 to 2011.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2010.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 85.
The operational summer selection item changed from   8 to 6.

Appendix C Historic Structures Evaluation

LAUSD SR HS #3
Los Angeles, California
Historic Resource Evaluation

August 16, 2007

Submitted to:

EIP/PBS&J

Submitted by:

Kaplan Chen Kaplan
2526 Eighteenth Street
Santa Monica, CA 90405

David Kaplan, Historic Architect
Pam O'Connor, Architectural Historian

Executive Summary

KCK Architects conducted a historic resources survey of a neighborhood in the south area of the City of Los Angeles. The neighborhood area is bounded by Slauson Avenue to the north, Hoover Street to the East, West 60th Street on the South and Menlo Avenue on the West. The study area for this report encompasses the south side of West 59th Street at the north, Hoover Street to the East, West 60th Street on the South and Menlo Avenue on the West.

Most of the residential structures in the study area are over 50 years old and were constructed in the first quarter of the 20th Century, with approximately 60% constructed before World War 1 (1907-1915) and most of the remainder built in the 1920s.
Based on the age of the structures, there was potential for consideration as a historic district. However, there is not a sufficient concentration of resources with historic integrity because over three-quarters of the structures have been significantly altered resulting in the loss of character-defining features and historic details and addition of substantial amounts of new materials. Also the historic setting of the neighborhood has been compromised. The cumulative impact of these changes results in the inability of the neighborhood to convey its period of significance (residential architecture of the first-quarter of the 20th century). None of the buildings in the study area meet the criteria for eligibility as an individual landmark at the local, state or national level.

Purpose and Methodology

The proposed area is a potential site for LAUSD new construction of South Los Angeles Area New High School No. 3. The City of Los Angeles is in the process of conducting the first phase of a citywide historic resources survey which will be a citywide Historic Context Statement and a Field Guide to Survey Evaluation. However, to date no systematic survey has been conducted for the subject study area.

KCK employed standard historic preservation methodology in order to conduct a survey of the subject neighborhood. All existing structures as well as urban design elements in the subject neighborhood were analyzed for their potential eligibility as a historic resource based on the criteria for inclusion to the California Register of Historical Resources (CRHR). Although eligibility as a City of Los Angeles Historic-Cultural Monument is not a threshold, in order to ensure a full understanding of the potential historic significance of a resources were also evaluated for their potentially eligibility for designation as a City of Los Angeles Historic-Cultural Monument. Standard methodology included multiple visits to photograph and analyze the built environment of the neighborhood in terms of historic significance, as well as to confirm conditions and assessments. Research included review of primary resources such as building permits and maps as well as other records (annexation information) and use of secondary sources detailed in the References Section of this report.

The CRHR and City of Los Angeles criteria, detailed later in this report, were applied to determine if a property should be considered a potential historic resource. As noted in California Office of Historic Preservation Technical Assistance Series Bulletin #6: California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register, the California Register "was consciously designed on the model of the National Register" and "the two programs are extremely similar." The National Park Service, the agency that administers the National Register program, provides technical bulletins and information regarding methods of analysis to determine historic significance. The National Register Bulletins, *How to Apply the National Register Criteria for Evaluation* and *How to Complete the National Register Registration Form* provided information on development of historic context, identification of period of significance, how to evaluate a property for significance, and how to evaluate the integrity of a property.

Patterns of Urban Development and Neighborhood Context

The City of Los Angeles was incorporated in 1850, the land having been transferred via land grant from the Spanish government. The original City encompassed an area of 28 square miles. The first annexation to the City occurred in 1859 when the City was extended to the south slightly along its southern border, adding 1.2 square miles.

The LAUSD New School Construction Program Draft Program EIR includes Chapter 3.5 Cultural Resources and Appendix E.1, Historic Context Statements that include a chronology for the Los Angeles Area, general prehistory of the Greater Los Angeles Basin and history of the Greater Los Angeles area, including the central area.

The pattern of urban development in the City of Los Angeles and surrounding areas in the early 20th century, like that of major urban areas in the United States, paralled transportation routes. Before the advent of motorized transportation, in many central city areas including Los Angeles, a range of housing types were located around a city's urban core including grand mansions on large parcels to neighborhoods with multi-family housing, often in the form of tenements, for workers. However, there were fewer housing choices for the emerging middle class

As rail transportation networks developed in U.S. cities, the wealthy class was able to move further away from the core creating residential suburbs. However, since rail transportation was relatively expensive, workers and immigrants continued to reside close to city centers. Alan Gowans observed in *The Comfortable House*, "by the 1890s most of the well-to-do were gone from inner cities, and by 1900 the middle class was well on its way out also…out to the suburbs. First by train, then by trolley." (Gowans, p. 17). Early 20th century Los Angeles had a surfeit of land available for development and ripe to accommodate an emerging middle class of home-owners as the region's trolley and interurban light rail system was built.

Merry Ovnick in *Los Angeles, the End of the Rainbow*, observed: "Los Angeles was a ready-made paradise…here was the inviting out-of-doors in the best rural tradition, linked by streetcar line to the business opportunities of an expanding urban economy. The close association of streetcar interests with housing developers meant that new homes in delightfully situated neighborhoods were accessible to

employment sites. Between 1900 and 1913, the population of the city trebled." (Ovnick, p. 129). Gowans noted that by 1900 Los Angeles had a full network of suburban railroads so that by 1900 urban transportation in the form of trolleys/streetcars was serving middle- and working-class neighborhoods. (Gowans, p. 17)

The development patterns of individual neighborhoods, in Los Angeles and around the country, was based on real estate speculation as land was bought, subdivided into parcels, and then the individual parcels sold. Sam Bass Warner in analyzing suburban development noted that neighborhoods "were the product of separate decisions made by…individual builders…. Some of these builders were carpenters, some real estate men, most were not professionals at all. The vast majority were either men building houses for their own occupancy or small investors who built a house nearby their own residence in order to profit from the rents of one to three tenants." (Gowans, p. 29) Most of the working and middle class neighborhoods of Los Angeles south of the City center followed this pattern of development. As transportation infrastructure was built, first light rail lines, and with the emergence of the affordable automobile, a street infrastructure of paved roads, individual parcels were developed.

In Los Angeles "the complex of streetcar lines consolidated and constructed mostly between 1902 and 1911…transformed the turn-of-the-century town into a major metropolis of the modern age. The urban sprawl of which L.A. is now the infamous paradigm, can be blamed on the streetcars and on the streetcar riders' dreams. Wherever the tracks extended, so did settlement. The land developers associated with the streetcar systems sold small lots with room for a garden at prices designed to attract middle-class employees of downtown businesses. The streetcar marked out L.A. as a middle class preserve. Thousands of families 'of Very Moderate Means,' as one advertisement went, were able to purchase lots and build houses miles away from places of employment. (Ovnick, pp. 142-143)

Because land was cheaper in outlying areas, an individual house could sit on a lot of its own. Pattern books of house models and examples in magazines "were not city houses" because they had three facades, front (street), back, and side. "They were not country houses either because they stood on smallish lots contiguous to many others. Their street facades were not identical to their neighbors', as in the older row houses…neither city nor country houses, they represented a new kind of dwelling, designed for a new suburban kind of place. (Gowans, p. 33) Ovnick notes that "builders specializing in bungalows [in Los Angeles] thrived for nearly two decades. Prospective homeowners often chose the plans from the flurry of popular bungalow books published in the 1900s and 1910s. She ironically added that "by the time the bungalow was institutionalized as tract housing, it had lost some of the charm of individuality and taken on a regimented look." (Ovnick, pp. 143-144)

In 1911 *Out West* magazine observed: "Southern California homes are cheap homes to build. A well built, five room bungalow with every modern improvement, on a good street, provided with water, gas, sewers, electricity, telephones, good car service, a twenty minute ride from the business district, can be purchased for $3,000. The result? A city of homes, the home idea being carried out for miles and miles along its streets, in its model communities, its subdivisions and its foothill valleys." (In Ovnick, pp. 144-145)

Ovnick noted that "L.A.'s low-rise profile, low-density, pattern of single-family houses, and its extended suburbs accommodating all social levels had resulted from careful city planning. Los Angeles' suburban lifestyle stood as the model for students of city planning elsewhere. L.A. had by far the highest percentage of single-family detached houses of any industrial city in the nation, at comparable cost to less desirable living quarters elsewhere. To guarantee the permanence of this ideal lifestyle, planning pioneers had very early on imposed zoning and height restrictions on the city representing a conscious commitment to horizontal growth." (Ovnick, p. 229)

Ovnick also points out that Los Angeles' pattern of city building "with available open land surrounding the city's core…could be subdivided into new tracts priced at rates accommodating low incomes…Developers' decisions about curved or gridded street layout, sewer line diameter, and the size of lots and garages predetermined occupancy, as did decisions about construction quality, house size, and degree of ornamentation. In areas zoned for combination residence and light industry, entire tracts of gridded streets were laid out where cheaply constructed houses with few trimmings, each with its single-car garage, were built. Such housing was within reach of a factory worker's budget." (Ovnick, p. 231) Although minority groups such as Black, Asian and others could purchase homes the long arm of discrimination remained outstretched in the first half of the 20th century. During the inter-war years, laws were enacted to create barriers against minorities. For example, in 1922, the City of Los Angeles rezoned the Central Avenue area to permit factories, "thus regulating the two elements unwelcome in the majority of neighborhoods, Blacks and factories, to each other's uneasy company." (Ovnick, p. 244)

The subject buildings are located in an area seven miles south of downtown Los Angeles. The area to the east of Hoover Street had been annexed into the City of Los Angeles in 1896. The subject neighborhood, west of Hoover Street, was annexed into the City of Los Angeles in 1906 as part of the "Shoestring" annexation that added 11,931 acres, or 18.64 square miles, to the City of Los Angeles (bringing the City of Los Angeles to approximately 43 square miles). This "Shoestring" annexation added areas to the south and west of the existing City along with a narrow corridor, thus the appellation the "shoestring" south to the port areas of San Pedro and Wilmington. This annexed area is bounded by today's M.L. King Drive on the North between Hoover and Van Ness; the area south of Slauson between Central and Manchester, and the Hoover corridor south between Vermont and Flower which jogs to the west at Artesia and the "shoestring" strip countinues south between Western and Normandie to San Pedro.

Neighborhood Residential Patterns

The study area is bounded by Slauson Avenue to its north, Hoover Street to its East, 60th Street to the south, and Menlo Avenue to the west. No traces or elements of uses during the 19th century remain in the neighborhood. In the late 19th and early 20th centuries, the area was zoned and developed for a combination of residences with some light industry. The residential areas had been subdivided into tracts of gridded streets with small parcels for single-family houses. The area to the north of Slauson, the South Park neighborhood, was subdivided such that the long sides of blocks ran east-west. A railroad track was aligned with Slauson Street on its north

side. South of Slauson, the blocks also run east-west but a street, Menlo, bisects the blocks between Hoover on the East and Vermont on the west. Some of the streets are slightly offset at Menlo: 58th Place, 59th Street and 59th Place and most of the area on the west side of Menlo between Slauson and 59th Street contains industrial uses. All of the lots on the numbered streets are oriented north-south; the lots on Hoover Street are oriented east-west with their fronts facing Hoover Street. The blocks to the east of Hoover, between Slauson and 60th were oriented as north-south residential blocks, while those streets east of Hoover and south of 60th were oriented east-west. The pattern of residential and industrial usage was firmly in place by 1928 as shown in the aerial photograph. The Slauson Avenue frontage between Hoover and Vermont, on the south side, was predominantly industrial with larger industrial sites located along Vermont between Slauson and 60th.

A number of changes took place in the neighborhood in the mid-20th century. The blocks of 58th Place and 59th Street west of Menlo transitioned from residential to industrial with lots combined to accommodate larger industrial structures. The Slauson Street frontage further evolved to industrial/commercial uses. The residential uses along Hoover Street began to evolve with some redevelopment to commercial. The Harbor Freeway was constructed about a mile to the East in the 1950s-60s. The railroad right-of-way remains along the north side of Slauson Avenue.

There was no known buildings (houses, barns, structures) built on these lots prior to their early 20th subdivision. The land was undeveloped open space, acquired by real estate developers to accommodate the region's growing urban population who were seeking housing. The large amount of open space, along with the development of transit corridors offered real estate speculators the opportunity to subdivide nearby open space into small parcels for single-family houses. All of the lots in the study area were developed in the first 25 years of the 20th Century. None of them pre-date this period and none were built for rural or farming. The residential urbanization of the neighborhood began in 1907 with a few structures constructed before 1910 and the remainder, the majority of houses, constructed during two periods, the early teens and the early 1920s. The local economy tracked the world economy with the lull in construction occurring during the years of World War I. The development of the blocks varies somewhat with around 70 per cent of the lots of the numbered residential streets built out before World War I. The remainder of the lots was built out in the mid-1920s. The development of this stretch of South Hoover, a main street with more traffic, lagged behind the construction on the neighborhood streets, with most residential construction on Hoover occurring in the 1920s.

The dominant residential property types in the neighborhood are the one-story cottage or one-story bungalow. The simple structures were based on popular patterns for the small simple house (one-story, small footprint). The houses were aligned along a fairly uniform setback on each of the residential streets, with only a few variations. Almost all of the parcels have some form of front lawn (two atypical lots have construction almost to the lot line). However, there is relatively little landscaping beyond shrubs and a few lots with trees. The public planting strips, the easements between the curb and sidewalk, typically contain grass with only a few street trees in sporadic locations. There are no urban design features (i.e., streetlights) of note.

Since there are alleys serving the lots, there are fewer driveways. While the date of construction of driveways is not known, a pattern of paving over at least a portion of the front lawn for parking, often gated, has occurred on West 59th Place.

Overall, the neighborhood has undergone a typical evolution. As the houses aged and times changed, most of the structures were modified with typical actions such as replacement of original windows with modern window styles and replacement of original doors. The original clapboard siding required regular painting, and to simplify maintenance many of the cottages and bungalows had their original siding covered. The most popular method was to apply stucco; a few used some other siding materials. A few houses were so substantially remodeled and enlarged that their date of construction was revised (two post-1960 structures). All of these alterations were likely perceived as "modernization" of the neighborhood.

As early as the 1920s the pattern of second units in the rear had taken root. Most of these second units are in the rear and as they are not visible from the street, they don't impact the streetscape, except for the additional parking provided by driveways and paved front yards. [Note: this survey was conducted from outside the property line, so structures visible from the streetscape were photographed.]

Neighborhood Commercial Patterns

To the north, Slauson Avenue was a mix of residential and commercial uses by 1925 and industrial uses had taken hold in the area just west of Menlo from Slauson to West 59th Street. Hoover Street from Slauson to 60th was primarily residential in the 1920s although not all lots were built out. The 5900 blocks of South Hoover had one commercial structure built before World War I and three built after, two in the 1920s and one in the 1930s. This mixed pattern of commercial and residential continues to characterize South Hoover Street just south of Slauson Avenue.

Street By Street Description and Analysis

South Side 800 Block West 59th Street

Address	APN #	Date Built	Building Type	Architectural Style/Integrity
814 W. 59th Street	6004-004-009	1908	SF Residence	Cottage/Altered
818 W. 59th Street	6004-004-010	1911	Duplex	Bungalow/Altered
822 W. 59th Street	6004-004-011	1910	SF Residence	Bungalow/Altered
826 W. 59th Street	6004-004-012	1908	Duplex	Bungalow/Altered
830 W. 59th Street	6004-004-013	1912	SF Residence	California Bungalow/Good
836 W, 59th Street	6004-004-014	1920	SF Residence	Cottage/Altered
840 W. 59th Street	6004-004-015	1911	SF Residence	Bungalow/Altered
842 W. 59th Street	6004-004-016	1964	MF Residence	Substantial Remodel
846 W. 59th Street	6004-004-017	1912	SF Residence	Bungalow/Altered
850 W. 59th Street	6004-004-018	1913	SF Residence	Bungalow/Altered
854 W. 59th Street	6004-004-019	1914	SF Residence	Bungalow/Altered
858 W. 59th Street	6004-004-020	1913	SF Residence	Bungalow/Altered
5910 Menlo (rear of 858 W. 59th St)	6004-004-020	1924	SF Residence	Cottage/Altered

The structures on this block are simple one- to one-and-a-half-story buildings, rectangular in plan. Ten of the houses were constructed before World War 1 in simple versions of the turn-of-the-century styles that were popular at the time, predominantly small bungalows with a few cottages. The three structures built in the 1920s followed the styles set by the existing houses. Most of these houses have undergone major alterations due to the removal of original character-defining features and the application of stucco over original siding. Although most of the street-facing structures retain their basic original form, they have undergone significant alterations due to the loss of major character-defining elements (especially windows) and the application of stucco over original clapboards (and in some cases, over details such as window surrounds). One house was substantially remodeled with the addition of a second story. As a result of these alterations, this collection of houses no longer retains historic architectural integrity and there is no historic setting.

814 W. 59th Street

A one-story hipped roof cottage constructed in 1908, this structure has had an entry wing added. The wall of the wing attaches to the original structure at the surround of the original front windows. This wing has a front-facing gable; a picture window and door are located on its façade. The original exterior siding of the main building and the wing have been covered with stucco. A portion of the front lawn has been paved over for a parking space. In addition to the lawn, there are clipped shrubs in front of the cottage. This structure has undergone significant alterations.

818 W. 59th Street

Built in 1911, this is a one-story bungalow with a low-pitch roof with overhang and front-facing gable that juts forward creating a porch supported by tapered piers. Brackets support the roof overhang and a tripartite window is located in the pediment. The windows appear to be original but are obscured by the addition of security bars. The major alteration is the application of stucco over the original clapboard siding. There is a front lawn with rose bushes. A concrete wall with iron fencing has been built at the lot line. This structure has undergone major alterations.

822 W. 59th Street

This is a simple, clapboard-sided bungalow with low-pitch, front-facing gable roof, with minimal detailing constructed in 1910. The major design of the front is a door flanked by windows. The original windows have been replaced. The front lawn area has been paved over. This structure has undergone major alterations and loss of setting.

826 W. 59th Street

A one-story bungalow with a low-pitch, cross-gable roof, this front-facing gable projects over a porch area. The gable is supported by wood posts on a tapered stone base. The original exterior siding of this 1908 building has been covered with stucco. The front lawn are has been paved over. This structure has undergone significant alterations and loss of setting.

830 W. 59th Street

This one-story 1912 bungalow has a low-pitch roof with front-facing gable with exposed rafter tails. A projecting porch, with front-facing gable and similarly pitched roof, projects forward and creates an asymmetrical facade, as it is set off center to the east. The porch is supported by pairs of wood posts on brick piers. The house is clapboard clad and the roof has boxed eaves and windows and doors have flat board surrounds. A driveway is located on the east side of the lot. There is a front lawn and chain-link front yard fence. This is the only house on this block that retains a good level of architectural integrity.

836 W. 59th Street

This cross-gable cottage from 1920 has undergone significant alterations. The original window in the gable-front wing has been replaced with aluminum slider window and the original exterior siding has been encased by stucco. A driveway is located on the east side. There is a front lawn and a row of trees is planted along the west lot line. There is a concrete wall/metal fence along the front lot line. This structure has undergone significant alterations.

840 W. 59th Street

This one-story 1911 bungalow has a low-pitch roof with front-facing gable with flared boxed eaves. A projecting porch is offset to the east with a similar roof line, creating an asymmetrical front façade. The porch is supported by wood posts with brackets on painted stone piers. While the vent windows appear original, the main front façade windows and doors have been replaced. The original exterior clapboard has been covered with stucco. A driveway with added carport attached, is located on the east side of the house. The front lawn area has been paved over. This structure has undergone major alterations and loss of historic setting.

842 W. 59th Street

This structure was substantially remodeled or rebuilt in 1964. This two-story stucco clad building does not possess any historic architectural features.

846 W. 59th Street

This one-story bungalow built in 1912 has been significantly altered. All original windows have been replaced and details removed. In addition the building has been clad in stucco. The driveway, if original, has been expanded and a portion of the front lawn area paved. An iron gate is located along the front lot line. In addition to significant alterations, there has been a loss of historic setting.

850 W. 59th Street

This one-story bungalow constructed in 1913 has also been significantly altered. The original exterior cladding has been covered in stucco and original details have been removed. A wide driveway has been added, imparting a “suburban” look to the setting. A metal fence with wide driveway gate is located at the lot line. In addition to the significant alterations, there has been a loss of historic setting.

854 W. 59th Street

This one-story cottage was built in 1914 but has undergone a major alteration with the addition of stucco over the original clapboard siding. The building has a side-facing gable with a gable-front dormer piercing the roof on the street facing façade. The boxed eaves are supported by brackets and two double=hung windows are located in the dormer. A centered area is recessed under the dormer creating a small entry porch. Windows appear to be original. Most of the front lawn area has been paved over, with a driveway to the east. A metal fence is located at the lot line and features large sunburst gates at the driveway. Although there is a small front lawn area with some landscaping, there has been a loss of historic setting.

858 W. 59th Street

Constructed in 1913, this one-story house is located at the corner of West 59th and Menlo streets. The side-gabled house's primary façade is on 59th Street. The roof overhangs in front and a shed roofed dormer is centered in the roof. The building has been stucco-clad but the wood surrounds of the windows and roof brackets remain. The front and side yards have been paved over. A metal fence with large driveway gate is located at the lot line. This building has undergone major alterations and there has been a loss of historic setting.

5910 Menlo Avenue

This 1924 cottage was constructed at the rear of the 858 W. 59th Street lot. The simple cottage has a side-gable with a cross gabled pediment, supported by wood columns, located above the centered entry door which is reached by a few steps. The original windows remain and original exterior siding remains in the gable pediment; the rest of the structure's wood siding was clad in stucco. This structure has undergone major alterations and there is no historic setting.

North Side 800 Block of West 59th Place

Address	APN #	Date Built	Building Type	Architectural Style/Integrity
809 W. 59th Place	6004-004-008	1921	SF Residence	Cottage/Altered
811 W. 59th Place	6004-004-008	1922	SF Residence	Cottage/Altered
815 W. 59th Place	6004-004-032	1921	SF Residence	Cottage/Altered
819 W. 59th Place	6004-004-031	1911	SF Residence	Bungalow/Altered
823 W. 59th Place	6004-004-030	1911	SF Residence	Bungalow/Altered
827 W. 59th Place	6004-004-029	1920/1930	SF Res/Rear MF	Bungalow/Altered
831 W. 59th Place	6004-004-028	1913	SF Residence	Bungalow/Altered
837 W. 59th Place	6004-004-027	1913	SF Residence	Bungalow/Altered
839 W. 59th Place	6004-004-026	1922	SF Residence	Bungalow/Altered
843 W. 59th Place	6004-004-025	1922	SF Residence	Bungalow/Altered
847 W. 59th Place	6004-004-024	1911	SF Residence	Bungalow/Good
851 W. 59th Place	6004-004-023	1910	Duplex	Bungalow/Altered
855 W. 59th Place	6004-004-035	1913	SF Residence	No style
861 W. 59th Place	6004-004-034	1922	MF Residence	Spanish Revival/Poor

The structures on this block are simple one- to one-and-a-half-story buildings, rectangular in plan. Ten of the houses were constructed before World War 1 in simple versions of the turn-of-the-century styles that were popular at the time, predominantly small bungalows with a few cottages. The three structures built in the 1920s followed the styles set by the existing houses. Most of these houses have undergone major alterations due to the removal of original character-defining features and the application of stucco over original siding. Although most of the street-facing structures retain their basic original form, they have undergone significant alterations due to the loss of major character-defining elements (especially

windows) and the application of stucco over original clapboards (and in some cases, over details such as window surrounds). One house was substantially remodeled with the addition of a second story. As a result of these alterations, this collection of houses no longer retains historic architectural integrity and there is no historic setting.

809 W. 59th Place

This one story cottage, constructed in 1921, has undergone significant alteration. Original siding was covered with stucco and original windows replaced with aluminum sliding windows. The setting has also been altered with the addition of a front fence with stucco clad piers.

811 W. 59th Place

This house appears to be a converted garage. The one-story structure is stucco clad with aluminum frame windows. There is no apparent style to this structure which was built in 1922.

815 W. 59th Place

This is a one-story bungalow, constructed in 1921, appears to have been built as a California bungalow. The building's form, with an offset wing, front-facing, deep overhanging gables supported by brackets are of the bungalow form. However, this structure has been significantly altered by the addition of stucco over the original siding and loss of original windows and doors. A portion of the front lawn has been paved over.

819 W. 59th Place

A one-story California bungalow, constructed in 1911 is clapboard sided with front-facing gable roof supported by brackets. Original windows and doors have been replaced and window openings altered. Original porch support piers have also been replaced with mid-century metal supports. Although the building retains its original form and siding, major character-defining features have undergone alteration resulting in a loss of integrity.

823 W. 59th Place

This one-story California bungalow was also constructed in 1911. While it retains its form with a front facing gable and centered door, it has undergone major alterations. The original clapboard siding has been covered with stucco, the original porch has been enclosed, and windows replaced.

827-829 W. 59th Place

A one-story bungalow is located in the front of the parcel. Constructed in 1920, this building is clad in aluminum siding (wider than clapboard) and original windows have been replaced with aluminum slider windows. A two-story multi-family building is located at the rear. Constructed in 1930 this building is stucco clad with a 2nd floor balcony that runs across the front of the building. The flat roof features tile coping and the balcony roof is also clad in tile. The use of stucco and tile on this simple structure were typical for inexpensive construction of the period. This building is an unremarkable rear structure.

831 W. 59th Place

This one-story bungalow was constructed in 1913. The house retains its original form with front-facing gable supported by brackets and recessed porch. However, the original siding has been covered with stucco. While the original window frames remain, their exterior surrounds have been removed or obscured by the stucco. A front fence of concrete blocks and metal pickets is located at the lot line.

837 W. 59th Place

This is another one-story bungalow constructed in 1913. This house also retains its original form with front-facing gable supported by brackets and recessed porch. It also has undergone major alterations with the original siding covered with stucco and all original windows and doors replaced. In addition, most of the front yard has been paved over; a metal fence runs the width of the parcel.

839 W. 59th Place

Constructed in 1922, this bungalow is one-story with a front-facing gable has undergone extensive alterations. A porch with front-facing gable is centered. The house's original siding has been covered with stucco and the portion of the house below the window-sill line is clad with flagstone.

843 W. 59th Place

This one-story bungalow was built in 1922 and features a front facing gable with a centered portico with front-facing gable. Extensive alterations include the original clapboard exterior covered with stucco and original windows replaced with aluminum frame windows. The driveway has been paved and a portion extends into the front lawn. A metal gate runs the width of the street frontage.

847 W. 59th Place

This 1922 bungalow is the only one on the block that has not undergone extensive alterations. It features a front-facing gable supported by brackets. It is clad in clapboard siding. The form of the house includes a front porch that only extends along about half of width of the house. The setting includes a front lawn with rose bushes and a very tall palm tree. A metal fence runs along the front lot line of the lot. This house retains a good degree of architectural integrity.

851 W. 59th Place

This structure was constructed in 1910 had has undergone major alterations. The basic original form of the house remains with a front-facing gable on the main building and on the projecting wing that is offset. The original siding has been modified: the main gable is clad in stucco, appearing to have covered original shingles; the projecting wing has been reclad with wider siding (possible aluminum or vinyl siding). Since the roof line of the wing is slightly different from the main house, this wing may not be original but a later addition. The window at the front of the wing would not have been original to the house.

855 W. 59th Place

Assessor records place construction of this structure to 1913. Unlike the other houses on the street, it is set at the rear of the lot. This building has undergone major alterations. The structure is stucco clad, 2-stories, with parking garages at the first floor level. This building appears to have been the garage that was converted into housing (and the front house demolished). This building has no features of any period or style.

861 W. 59th Place

This structure varies from the other structures on the block that are single-family, one-story houses. This multi-family structure is two-stories with Spanish Colonial Revival elements. While the Menlo Avenue side is basic with a flat surface and windows, the front faces West 59th Place and features minimal styling elements. The stucco-clad building has an asymmetrical façade with a wing-wall like exterior stairway leading to a second-floor porch at the building's corner; the other half of the front façade features a shallow front facing gable. The gable edge and the parapet are clad in clay tile. The windows, with aluminum screens, are set offset from each other at the front façade. This structure is not a good example of the Spanish Colonial Revival style or its execution.

South Side of 800 Block of West 59th Place

Address	APN #	Date Built	Building Type	Architectural Style/Integrity
810 W. 59th Place	6004-008-001	1922	Residence	Cottage/Fair
814 W. 59th Place	6004-008-007	1912	SF Residence	Bungalow/Altered
818 W. 59th Place	6004-008-008	1921	SF Residence	Cottage/Good
822 W. 59th Place	6004-008-009	1910	SF Residence	Bungalow/Altered
826 W. 59th Place	6004-008-010	1922	SF Residence	Bungalow/Altered
830 W. 59th Place	6004-008-011	1907	SF Residence	Bungalow/Good
836 W. 59th Place	6004-008-012	1911	SF Residence	Bungalow/Good
838 W. 59th Place	6004-008-013	1910	SF Residence	Bungalow/Good
842 W. 59th Place	6004-008-014	1976	SF Residence	Substantial Remodel
846 W, 59th Place	6004-008-015	1915	SF Residence	Cottage/Altered
850 W. 59th Place	6004-008-016	1912	SF Residence	Bungalow/Altered
854 W. 59th Place	6004-008-017	1911	SF Residence	Bungalow/Altered
858 W. 59th Place	6004-008-018	1912	SF Residence	Bungalow/Altered
5960 Menlo	6004-008-018	1923	SF Residence	Cottage/Poor

The houses on this side of the block are predominantly one-story structures with the majority bungalows constructed between 1907 and 1915. Like the other side of the street, the majority of the houses, although retaining their original form, have undergone major alterations including removal of original character-defining features and the application of stucco over original siding. A group of three bungalows, mid-block, retain a good level of architectural integrity although the setting has been altered due to the paving over of the complete front lawn of the middle structure. The buildings to each side of this group have undergone alterations with one structure drastically remodeled with a street facing garage façade. As a result of the alterations to the majority of structures, and concomitant lost of original features, there is no cohesive pattern or continuity created by the streetscape facades, and no potential for a historic district.

810 W. 59th Place

This structure was built in 1922 on the parcel adjacent to the Hoover Street commercial parcel and was likely on the rear of the commercial parcel when originally constructed. As a result, the setback is different from the rest of the block where the houses are setback at a uniform distance from the sidewalk, creating front lawn areas. This structure is a simple form, one-story clapboard sided, with front-facing gable and boxed eaves. A small vent is located within the gable. A small porch area is recessed at one of the front corners of the house and two windows are placed along the front façade. The cottage does not reflect any strong style, although the simple front and tapered porch column are vaguely classical.

814 W. 59th Place

Constructed in 1912 this bungalow, this building retains its overall form with a front-facing gable supported by brackets with a vent located under the gable and projecting rafter tails. However, the house has undergone major alterations to its street facing façade including enclosure of the original front porch and removal of original windows.

818 W. 59th Place

This small cottage was constructed in 1921, one of the later structures on the block. It it one-story with an offset front-facing gable and centered portico with front facing gable supported by piers. The building retains original features such as clapboard siding and windows typical of small, simple structures of the era.

822 W. 59th Place

Built in 1910, this house is one-story with a cross-gable front façade. The gable-front wing is supported by brackets and the gable's pediment clad in shingles. The front porch, recessed under the roof, is supported by posts which do not appear to be original. Original windows and doors have been replaced.

826 W. 59th Place

This house has undergone major remodeling. Originally constructed in 1922, it appears in form to have been a basic bungalow with front facing gable. All original front façade elements have been removed. Two entrance doors, one at each end of the front façade are capped by a hood. A window is located on the side of the door closest to the building's center. The building has been coated with stucco and any decorative features removed.

830 W. 59th Place

Constructed in 1907, the house is cross-gable in form with a front-facing gable overhanging a recessed front porch. Original features include windows and shingle cladding. Porch piers are battered and a tapered lintel frames the porch. One modification has been made to the front porch: an addition of a wheelchair ramp over the steps. The parcel has a front lawn, a side driveway (paved areas for tires) and a paved entrance walkway; the majority of the front is planted with a lawn. This house retains a good level of architectural integrity.

836 W. 59th Place

Built in 1911, this house also retains a good level of architectural integrity, however, it's setting has been compromised with the paving over of the front lawn area for parking. The house itself is a 1 ½ story bungalow with front facing gable with

projects over a recessed porch that runs the full width of the house. The gable pediment is shingle clad and a tripartite window, supported by corbels, is centered under the gable. The porch piers are tapered. Some of the windows are obscured by security bars. A tall metal fence with sliding gate for vehicles is located around the perimeter of the parcel.

838 W. 59th Place

This 1 ½ story house was built in 1910 with a front-facing gable supported by brackets with a projecting gable-front porch offset to one side. This porch features a deep boxed overhang supported by brackets including gable bracing. A sill course and tapered piers define the porch; the porch rails have been replaced with wood slats. A window with a surround is located under the center of the house's gable. A multi-part window with surround is located on the front of the house and appears to be original. Another window, located under the porch on the front façade, is a replacement plate glass window. Overall the house retains a good level of architectural integrity.

842 W. 59th Place

This house has a 1976 date of construction. It may be a substantial remodel of an existing structure based on the form of its front-facing gable. The majority of the front façade has become a garage door and what was the front lawn has been paved to create a parking apron for the garage. A tall metal fence with vehicle gate is located along the front lot line.

846 W. 59th Place

The small house was constructed in 1915. One-story with side gable, the house does not feature elements of any particular style. Windows are not original and the house is clad with wide aluminum or vinyl siding. The driveway has been extended into a portion of the front yard and a tall metal fence with vehicle gate is located along the front lot line.

850 W. 59th Place

This house, built in 1912, has undergone remodeling. The original form of a front-facing gable with an offset projecting gable-front has been modified: three-quarters of the porch has been enclosed and a modern style, wide tapered chimney located on the front façade (puncturing the original deep overhang of the roof). Original fenestration has been altered with the addition of a window on the enclosed porch and modification of the original windows, partially replaced by the chimney. A portion of the front lawn has been paved over and a chain-link fence with vehicle gates is sited along the front lot line.

854 W. 59th Place

The 1 ½ story house consists of a gable front house with offset gable-front porch. Windows are original and the roof's projecting rafter tails remain, but the house exterior of this 1911 house has been reclad in stucco, a major irreversible alteration.

858 W. 59th Place

Built in 1912, this one-story bungalow has side-facing gables. A shed roof set of dormer windows punctuate the rood. A porch is recessed under half of the roof along the front façade. Window surrounds have been replaced and the wide-board siding does not appear to be original.

5960 Menlo Avenue

The corner parcel of 59th Place and Menlo was subdivided after this structure was built on the rear of the lot (858 W. 59th Place). The one-story building was constructed in 1922 is simple in form with side facing gables. A gable-front portico is centered along the street façade with steps on the side leading to a door. A tripartite window set of center plate glass window flanked by double-hung windows is located to each side of the door. The house is clad in wide siding.

North Side of 800 Block of West 60th Street

Address	APN #	Date Built	Building Type	Architectural Style/Integrity
811 W. 60th Street	6004-008-006	1915	Duplex	Cottage/Fair
815 W. 60th Street	6004-008-030	1913	SF Residence	Bungalow/Altered
819 W. 60th Street	6004-008-029	1908	SF Residence	Cottage/Good
821 W. 60th Street	6004-008-028	1910	SF Residence	Bungalow/Altered
827 W. 60th Street	6004-008-027	1912	SF Residence	Cottage/Altered
833 W. 60th Street	6004-008-026	1925	Duplex	Spanish/Fair
835 W. 60th Street	6004-008-025	1912	SF Residence	Bungalow/Good
839 W. 60th Street	6004-008-024	1921	SF Residence	Bungalow/Fair
843 W. 60th Street	6004-008-023	1916	SF Residence	Bungalow/Altered
847 W. 60th Street	6004-008-022	1909	SF Residence	Bungalow/Altered
851 W. 60th Street	6004-008-021	1921	SF Residence	Cottage/Good
855 W. 60th Street	6004-008-020	1910	SF Residence	Cottage/Altered
5972 Menlo Ave.	6004-008-019	1939	MF Residence	No style

The north side of the 800 Block of West 60th Street contains residential buildings. About three-quarters of the parcels contain single family houses with the remainder of the parcels containing multiplex structures (not apartment buildings). Most of the single-family residences were constructed between 1908 and 1913 and two in 1921. The multiplexes were constructed in 1915, 1925 and 1939. Many of the structures retain their general original form, but the majority has undergone major alterations

that included removal of original character-defining features and the application of stucco over original siding. Several of the parcels have paved over the front lawn area. As a result of the alterations to a majority of structures, and concomitant lost of original features, no cohesive pattern of streetscape facades remain, so there is no potential for a historic district.

811 W. 60th Street

This duplex is the easternmost parcel on this block of 60th Street, located adjacent (behind) the commercial structure that faces Hoover Street. Unlike the other houses on the street, there is only a shallow set-back from the sidewalk. Built in 1915 this duplex is asymmetrical with a cross gable. Each entry has a gable-front roof with deep overhang. The overhang is supported by wood posts on a cement platform creating entry porticos. A door and set of windows is located on the façade under each of the porticos. The 1 ½ story structure is clad with clapboard.

815 W. 60th Street

Constructed in 1913 this bungalow with cross-gable roof has undergone significant alteration. Although the basic form and deep roof overhand with supporting brackets remain, original doors and windows have been replaced, as have their surrounds and the building's siding clad with stucco. Steps lead up to the front door, although there is no porch. A small canopy is positioned above the entry door. Most of the front years has been paved over and a concrete and metal fence located along the lot line.

819 W. 60th Street

This cottage was built in 1908 with classical influences. The hipped roof house, with a hipped dormer that punctuates the roof, has a recessed porch which runs the full width of the house. Porch walls are clapboard sided as is the rest of the one-story residence. A pair of wood posts topped by a horizontal bar is located at the two far corners of the porch. A single post, with no capital, supports the porch on each side of the steps. Symmetrically balanced, a centered walkway leads to the entry door. Windows with original surrounds are located to each side of the door.

821 W. 60th Street

This one-story cottage, constructed in 1910, has a front-facing gable roof with deep overhang and projecting rafter tails, with the gable supported by brackets. The front porch is offset with a front-facing gable. Both gables contain a centered rectangular vent. The house has undergone major alterations including the application of aluminum or vinyl siding (vertical in gables and horizontal on main exterior walls), addition of security bars on doors and windows. The porch also has replacement siding and original porch piers were replaced by metal posts. A combination concrete block and metal fence is located along the front lot line.

827 W. 60th Street

Another one-story cottage constructed in 1912, this small house has undergone major alterations. The form is basically a rectangle with a side facing gable roof with a front-facing cross gable that projects out. The entrance is defined by a gable front portico that is defined by wood posts. The original exterior siding has been encased in stucco and the doors and windows have been replaced and are covered by security bars. A metal post fence, with vehicle entry gate, runs along the front lot line.

833 W. 60th Street

This is a one-story duplex with Spanish Revival styling. Constructed in 1925, it is sited almost to the front lot line. It appears to have been built on the front of the lot in response to zoning that allowed for multi-family structures in this primarily single-family residential block. This house breaks the pattern of set-backs of the other houses on the block. The duplex is stucco clad with a symmetrical front façade. Small walled entry porches with arched openings are located at each end of the front façade. A window is located on the inside side of this façade. The structure has a flat roof with a parapet that steps up at the center of the building and at the corners; the parapet of the entry porches also have a parapet that is stepped at its corners. This structure retains a fair amount of architectural integrity regarding its styling but it breaks the pattern of the setting of the rest of the block. A metal fence with vehicle entry gate is located along the front lot line.

835 W. 60th Street

This one-story bungalow was constructed in 1912 and retains a good degree of architectural integrity. The house has a front facing gable with deep projecting supported by brackets. A tripartite window/vent is centered in the gable and the gable is clad in shingles. The remainder of the house is clad in wood siding with an alternating pattern of a wider board and then narrower board creating a decorative horizontal pattern. The projecting overhang of the roof pediment creates a porch that runs the full width of the house. The porch is defined by a sill element that also runs the width of the house. The sill tapers as it moves to the center of the porch, and is wider at the ends where a pair of two-tapered wood posts, connected with a thin bar, is set on the siding clad corner piers of the porch. Dentils are located along the sill. The original porch rails have been replaced by metal rails and on each side of the porch entry there is a simpler post. Under the porch the entry door is centered with a wide horizontal window on each side. The windows are divided and the narrower upper light features muntins creating a decorative diamond-shape pattern; the windows have flat board surrounds. The door surround is tapered. There is a wide paved driveway on the side of the house and a concrete block and metal picket fence with wide metal vehicle gate is located along the front lot line of the property.

839 W. 60th Street

Constructed in 1916 this modest one-story bungalow has a shallow front gable roof with deep overhang and boxed eaves. A small projecting portico, also with front-facing gable, is centered along the front façade. The base of the portico is clad in stucco. Simple wood siding with corner boards clad the exterior. Windows and door have flat wood surrounds. The front lawn area has been paved over and a combination stucco clad wall with metal picket fence is located along the front lot line of the property.

843 W. 60th Street

This 1916 bungalow has undergone radical alterations. While the original form of the structure with a front-facing gable remains, all other original features have been removed. The exterior has been reclad with stucco. Windows are aluminum frame sliders. All original porch details also have been lost. A chain link fence is located along the front lot line of the property.

847 W. 60th Street

This one-story bungalow, constructed in 1909, features a gable front roof with deep overhang and exposed rafter tails on the sides with brackets supporting boxed eaves along the front. Unlike the form of the other bungalows in the neighborhood, this structure has an atypical partial front porch that is recessed under one of the front corners of the house. The 1923 Sanborn Map shows the footprint of the house with a small porch located at the east end of the front façade. The 1951 Sanborn Map shows that the front of the house was added onto, with the porch deepened to meet the addition of an extension on the west end of the front-façade of the house. As a result of this addition, the front of the house is closer to the lot line and sidewalk than the typical house on the street (and different from its original setback).

851 W. 60th Street

Built in 1921, this simple one-story cottage is rectangular in plan with a side gable roof. An entrance portico is centered on the front façade. The portico has a gable front with boxed eaves and is supported by tapered columns on a short base with several steps. The cottage is clad in narrow board siding with corner boards. Windows are obscured by security bars but have flat board surrounds as does the entry door. A chain link fence is located along the front lot line.

855 W. 60th Street

A one-story cottage constructed in 1910, this house has undergone major alterations. The main house is rectangular in plan with a hipped roof; a projecting porch creates a cross gable with the gable front facing the street. The house has been reclad with stucco and elements such as porch supports have been removed. The window surrounds, boxed eaves, roof brackets and a portion of the porch sill

remain but most other features have been removed or obscured by the stucco. A metal picket fence runs along the sides and street front lot line.

5972 Menlo Avenue

A multi-family building is located on this corner lot. Constructed in 1939, the structure is rectangular in plan with a hipped roof. An entry porch is located at the building corner closest to the street intersection. This entry faces Menlo and has arched openings. Another entry is located on the 60th Street façade at the east end. Two windows are placed along the 60th Street façade in a asymmetrical manner. The Menlo Avenue elevation includes several windows and has a multi-door attached garage. Beyond the garage doors (to the north) is another arched entryway and unit with another garage. The multiplex residential structure has Spanish revival influences but is not a clear demonstration of the style. The Menlo Avenue elevation is closest to the lot line while on 60th Street the setback is similar to the general setback of the block.

5900 Block of South Hoover Street

Address	APN #	Date Built	Building Type	Architectural Style/Integrity
5901 S. Hoover St.	6004-004-001	1921	SF Residence	Cottage/Altered
5905 S. Hoover St.	6004-004-002	1921	SF Residence	Cottage/Altered
5909 S. Hoover St.	6004-004-003	1921	SF Residence	Bungalow/Altered
5913 S. Hoover St.	6004-004-004	1921	SF Residence	Cottage/Fair
5919 S. Hoover St.	6004-004-005	1923	Duplex	Bungalow/Altered
5921 S. Hoover St.	6004-004-006	1921	Commercial	No style
5927 S. Hoover St.	6004-004-007	1924	Commercial	Stucco Box
5953 S. Hoover St.	6004-008-001	1914	Commercial	Stucco Box
5959 S. Hoover St.	6004-008-022	1923	Commercial	Stucco Box
5965 S. Hoover St.	6004-008-003	1927	SF Residence	Bungalow/Altered
5971 S. Hoover St.	6004-008-004	1907	SF Residence	Bungalow/Altered
5975 S. Hoover St.	6004-008-005	1936	Commercial	Stucco Box

While the east-west streets of the neighborhood are primarily residential, the north-south Hoover Street developed with a mix of residential and commercial structures built for neighborhood serving businesses. All of the commercial structures have undergone significant alteration with the removal of all original storefronts. The residences are a mix of single family houses and duplexes. Most have undergone alteration including the addition of stucco over original wood siding and removal of original windows and doors. This street frontage does not retain any historic streetscape elements and character-defining features of many of the buildings have been irreversibly concealed or removed.

5901 S. Hoover Street

This one-story cottage was constructed in 1921 and has undergone major alterations. The house retains its original form but its wood siding has been covered with stucco, as has the portico columns and door and window surrounds. The door has been replaced and the windows are obscured by security bars. The house has a side-gable roof, with a clipped gable. A clipped gable dormer is centered at the top of the roof and a portico with a clipped gable pediment is centered along the front façade. A pergola structure is located to each side of the portico. The front lawn features rose bushes and a chain-link fence is located along the front lot line.

5905 S. Hoover Street

This is another one-story cottage, similar to 5901 S. Hoover, also constructed in 1921. Similar in form with the clipped gable roof, and clipped gable portico with pergolas, the doors and windows have been replaced and details such as window surrounds have been removed and the exterior reclad in stucco. The windows and doors are covered by security bars. A decorative metal fence is located along the front lot line.

5909 S. Hoover Street

This house is a bungalow constructed in 1921. The house has a gable front with an offset projecting gable portico, both with boxed eaves. A flat-roof canopy that extends into the front yard was added to the other side of the entry portico. The original siding has been covered with stucco and doors and windows obscured by security bars. A fence with brick piers and base containing sunburst metal insets is located along the front lot line.

5913 S. Hoover Street

Constructed in 1921, this house is a modest cottage, rectangular in form with a front facing gable with boxed eaves and vent at the gable top. A gable front portico is centered on the front façade, supported by wood posts without any railing. The entry door is slightly off center, under the portico. A window with flat surround is located to each side of the door. The cottage is clad with clapboard siding and has corner boards. A chain-link fence is located along the front lot line.

5919 S. Hoover Street

A duplex, this structure was constructed in 1921. Basically a bungalow with a front clipped gable roof, this one-story building is clad with wood siding. A vent is centered under the front clipped gable; the front façade is symmetrical with a door at either end of the façade. Each of the doors is defined with a projecting portico, supported by columns, topped by a clipped gable front. A large window is located next to each of the porticos. Original windows have been replaced with plate glass windows. The entry doors, positioned under the porticos, are flanked by side lights.

The original lights of the side lights have been replaced with a single pane. A chain line fence is located along the front lot line.

5921 S. Hoover Street

Constructed in 1924, this structure was constructed in front of the original building on the lot. The one-story building is built to the lot line. The small, simple structure, is stucco clad with a front shed type roof. There are no strong stylistic features.

5927 S. Hoover Street

Constructed as a commercial building, this corner structure was built in 1924. The one-story stucco-clad commercial structure is defined by a roof parapet on each of the street facing elevations. The parapet rises very slightly towards the center of the elevation and at the corners the parapets step up to define the corners. The main street level has been significantly altered with the removal of all of the original storefronts. This area has been filled in and with fewer windows.

5953 S. Hoover Street

This corner commercial structure was built in 1914. The one-story stucco-clad building is defined by a parapet that steps up at the corner. The main character-defining features of the building would be its storefronts with windows and doors. All of the original storefronts have been removed; some have been replaced and others filled in with brick with replacement windows covered by security bars. A blade sign and armature are located on the roof.

5959 S. Hoover Street

Built in 1923, this commercial structure has also undergone major alterations. The flat-roofed, one-story structure has a band of concrete block windows, a later replacement. There are no other decorative or character or style defining elements along any elevation. This building is of no discernable style.

5965 S. Hoover Street

This one-story bungalow was built in 1927. The one-story, clapboard sided house has a front-facing gable supported by brackets. The gable is clad with shingles and a tripartite vent is centered in the gable. The house's front porch has been enclosed and although a few features of the original porch remain, the sill and porch piers, the new siding, windows and doors have been added completely reconfiguring the porch area. A tall metal fence is located along the front lot-line.

5971 S. Hoover Street

A one-story bungalow, this house was constructed in 1907. Although it retains its original form with a front-facing gable, it has undergone major alteration. The original siding has been covered with stucco. The entry door is slightly off-center and not original. Either a portion of the original front porch, or the entire porch, has been enclosed reconfiguring the front façade of the building. A concrete block and metal fence is located along the front lot-line.

5975 S. Hoover Street

This one-story commercial building was constructed in 1936. A basic stucco clad box, this structure houses an auto-repair service. Any original storefronts have been removed and replaced by garage doors; the interior consists of automotive work bays. The building has a flat roof and the main architectural detail is the stepping up of the parapet along the front façade.

Association with Significant Persons or Events

The City Directories showed a typical pattern of settlement with working people of modest means living in the neighborhood. Occupations included bookkeeper, carpenter, clerk, janitor, machinist, milliner, pastor, printer, salesman, stenographer, teacher and teller. Some houses were held in families for multiple decades, others showed changing ownership and/or tenancy. No biographical data on residents or histories of this neighborhood appear to exist. No remarkable patterns of settlement, occupation, association or events were identified.

Resource Evaluation: Criteria for Evaluation

California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) is the principal statute mandating environmental assessment of historic/architecturally significant projects in California. CEQA applies to all projects carried out by state and local government agencies and to private projects which require a discretionary permit (i.e., demolition permit). CEQA requirements are detailed in the Public Resources Code.

CEQA's purpose is to evaluate proposed projects for potential adverse effects on the environment. Historic resources are defined as a resource listed in, or determined eligible for listing, in the California Register of Historical Resources. Such resources include the historic built environment consisting of buildings, structures, and objects. Resources not currently included on the California Register, such as some locally designated properties or significant properties identified on cultural resource surveys (which meet specific criteria such as SOHP survey methodology), are subject to a rebuttable presumption of historic significance.

CEQA guidelines require that "a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources (Title 14 CCR §15064.5(a)(3)).

The Lead Agency must evaluate proposed projects in terms of potential impacts on such historic resources. If a proposed project poses potential significant adverse effects on the environment CEQA requires the preparation of an Environmental Impact Report (EIR). An adverse impact on a historic resource includes demolition, destruction, relocation, or alteration activities which would impair historical significance. Alterations which conform to the Secretary of the Interior's *Standards for Rehabilitation* will not result in an adverse effect.

Threshold for Significance

The *LAUSD New School Construction Program, Draft Program EIR*, Appendix E.2 "LAUSD Cultural Assessment Procedures" (March 2004) identifies the threshold for a determination of historically significant resource as a property that has the potential to (or is) included on the California Register of Historical Resources. Although, the potential for eligibility under a local ordinance is not the threshold, resources which appear potentially elegible as a City of Los Angeles Historic-Cultural Monument have been identified.

National Register of Historic Places

The National Historic Preservation Act (NHPA) of 1966 established the National Register of Historic Places (National Register) as an authoritative guide "used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and indicate what properties should be afforded protection from destruction or impairment." (36 Code of Federal Regulations, Section 60.) Buildings, districts, sites and structures may be eligible for listing in the National Register if they possess significance at the national, state or local level in American history, culture, architecture or archeology, and in general, are over 50 years old. Significance is measured against the following established criteria (National Register Bulletin 16):

A. Are associated with events that have made a significant contribution to the broad patterns of our history; or
B. Are associated with the lives of persons significant in our past; or
C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. Yield, or may be likely to yield, information important in prehistory or history.

In addition, a resource must retain enough integrity to "convey its significance" (*National Register Bulletin 15*). An analysis of integrity is based on: location, design, feeling, association, setting, workmanship and materials. Buildings may be eligible for inclusion on the National Register as an individual resource and/or as a

contributor to a district. A resource which no longer reflects historic significance as a result of damage or alterations is not eligible for the National Register.

The National Register program provides technical assistance to aid local and state governments in applying criteria and analyzing integrity as well as guidelines for rehabilitation of historic properties, such as the "Secretary of the Interior's Standards for Rehabilitation."

The California Register of Historical Resources

The State of California administers historic preservation programs through the Office of Historic Preservation in the Department of Parks and Recreation in the Resources Agency. State programs include the California Landmarks program that recognizes sites and structures of state-wide significance, and the Points of Historical Interest which recognize sites and structures of local or county-wide significance.

The California Register, adopted in 1992 (official regulations effective January 1, 1998), is the "authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and indicate which properties are to be protected, to the extent prudent and feasible, from substantial adverse change." (*Title 14, State Historical Resources Commission, Regulations for the Nomination of Historical Resources to the California Register of Historical Resources*.) State and local agencies may also determine which resources are to be considered in order to comply with California Environmental Quality Act (CEQA) requirements.

The California Register criteria are based on National Register criteria. California properties (individual buildings and contributors to districts) that meet these criteria may be listed in the California Register. If the owner of a historical resource objects to the nomination, the property is not listed in the California Register, but the State Commission may formally designate the resource as eligible for listing. Listing in the California Register does not protect the resource from demolition or alteration, but it does require environmental review for proposed projects. Some resources are listed automatically (such as resources already on the National Register); others may be nominated through an application and public hearing process administered by the State Office of Historic Preservation (SOHP).

The California Register automatically includes the following: California properties listed on the National Register and those formally determined eligible for the National Register; California Registered Historical Landmarks from No. 0770 onward; and Points of Historical Interest that have been evaluated by SOHP and State Historic Resources Commission. Resources which may be nominated for listing in the California Register include: historical resources with a significance rating of category 3 through 5 in the State Inventory (Categories 3 and 4 refer to potential National Register eligibility; Category 5 refers to properties with local significance); individual historical resources; historical resources contributing to historic districts; and historical resources designated or listed under a municipal or county ordinance.

To be eligible for inclusion on the California Register, one of the following criteria must be met:

1. It is associated with events that have made a significant contribution to the broad patterns of local of regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Aspects and Evaluation of Integrity

As noted in *California Office of Historic Preservation Technical Assistance Series #6, California Register and National Register: A Comparison*, "integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California register must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance."

The National Park Service Bulletin, *How to Apply the National Register Criteria for Evaluation*, defines the seven "aspects of integrity" and provides technical information on their application. Integrity is defined as "the ability of a property to convey its significance." To "retain historic integrity a property will always possess several, and usually most, of the aspects." For a historic district to retain integrity as a whole, "the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance. When evaluating the impact of intrusions upon the district's integrity, take into consideration the relative number, size, scale, design, and location of the components that do not contribute to the significance. A district is not eligible if it contains so many alterations or new intrusions that it no longer conveys the sense of a historic environment."

City of Los Angeles Historic-Cultural Monument

The City of Los Angeles designates sites, buildings, or structures of particular historic or cultural significance to the City of Los Angeles as Historic-Cultural Monuments. The criteria for a resource to be designated a City Monument include resources that: "may be a historic structure or site in which the broad cultural, political, economic or social history of the nation, state or community is reflected or exemplified. It may be identified with historic personages or with important events in the main currents of

national, state or local history. It may embody the distinguishing characteristics of an architectural type specimen, inherently valuable for study of a period style or method of construction, or a notable work of a master builder, designer or architect whose individual genius influenced his or her age." (Ordinance 153.893, Section 22.130 of the Los Angeles Municipal Code)

The City of Los Angeles recognized historic districts as Historic Preservation Overlay Zones (HPOZ). The HPOZ is a planning tool that adds a level of protection to an area by creating a review board to evaluate proposals for alterations, demolitions or new construction.

Evaluation of Resources in Project Study Area for Historic and Architectural Significance

The subject study area was open space that was annexed to the City of Los Angeles in 1906. Shortly after annexation, residential development of the neighborhood began, in 1907, with the neighborhood completely built out by the mid-1920s. Most of the residential structures in the study area are over 50 years old, constructed in the first quarter of the 20th Century, with approximately 60% constructed before World War 1 (1907-1915) and most of the remainder built in the 1920s. The houses were owner or contractor built for people of modest means in working-class and lower-middle-class occupations. The period of significance for this area would be 1907-1929 and the historic context is residential development.

Most of houses have undergone alterations over the last half of the 20th century. The alterations were often tied to maintenance with the addition of lower-maintenance stucco, aluminum or vinyl siding, over original clapboard siding and introduction of modern windows. Other modernization elements and alterations were based on the mid- 20th century suburban aesthetic. One of the houses was remodeled with the garage prominently in front, similar to suburban designs; another reconfigured the façade adding a modern style chimney. Numerous parcels converted portions, or all, of the front lawn into paved parking areas, another suburban, and practical, design. The seven aspects of integrity include location, design, setting, materials, workmanship, feeling and association. Most of the extant houses remain in their original location however, for almost half of the these houses have undergone alterations that removed significant character-defining features. Since the norms in the neighborhood were take inexpensive, practical approaches to maintenance and perceived modernization which resulted in irreversible alterations (i.e., stucco applied over original siding, loss of original windows). This has resulted in the loss of original materials and workmanship. In addition it impacted the original design, with the style and form of many structures compromised. Over 80 percent of the buildings in the study area have undergone significant alterations. The cumulative effect of these alterations has resulted in a loss of historic architectural integrity of individual buildings and of the neighborhood as a district. The setting has also been negatively impacted as portions of front lawns were paved. There are no historic urban design features or any continuity of landscaping or street trees. As a result the neighborhood's ability to express a historic sense of a particular period of time, the period of 1907 to 1929, no longer exists.

There is one cluster of three buildings with a good level of architectural integrity located at 830, 836, and 838 West 59th Place. All three are gable-front bungalows although they feature different details. However, the middle lot, 836, has had its front yard paved over. It abuts the driveway for 838, creating a wide swath of paving. These two houses share the same type of metal fence at the lot line. As a result the setting of the houses and the feeling and association have been compromised. None of the buildings meet the criteria for inclusion on the California Register of Historical Places as individual landmarks. Since there are other larger groupings of bungalows in the City of Los Angeles, it does not appear that this cluster is large enough or distinguished enough to be considered as an HPOZ. A few other buildings in the neighborhood retain a good level of integrity, however, none of these structures meet the threshold for designation as individual landmarks under local, state of national criteria. They are not significant examples of a style or type of building and have no historic association with significant individuals or events. Had there been a concentration of historic structures with the potential for a district, the cumulative history of the residents of the neighborhood and events might have had the potential to rise to historic significance. Absent this, there are no historic associations. The few houses with historic architectural integrity are few in number and are scattered throughout the neighborhood. With no visual or geographic cohesiveness, there is no potential for a City of Los Angeles HPOZ.

Just across 60th Street, outside the study area are two buildings from the first decade of the 20th century designed as classical style cottages. One of the houses at 818 W. 60th Street has been significantly altered with original windows replaced and its exterior clad in stucco and has lost architectural integrity. The other cottage, at 826 West 60th Street retains a good level of architectural integrity. Between the two cottages is a new two-story multi-family building. The original building form of 826 W. 60th Street, its original character-defining features such as porch elements, windows, window and door surrounds, and original clapboard siding remain. Although there have been modest changes to the setting with the addition of a wall and fence at the lot line, the structure is a good example of an early 20th Century classical cottage. This is the best example in the neighborhood (58th Place, 59th Street, 59th Place, 60th Street) of an early 20th century residence. This structure might meet criteria for designation as a City of Los Angeles Cultural-Historic Monument based on its architecture. However, there is no potential for a historic district and the historic setting of the south side of the block has been compromised. The siting of a school facility across the street would have no impact on the setting, since the historic setting has already been lost.

None of the properties within the study area meet the criteria for eligibility for the California Register of Historical Resources.

1. It is associated with events that have made a significant contribution to the broad patterns of local of regional history, or the cultural heritage of California or the United States;

   The historic context for the subject area is that of residential development. The neighborhood developed with single-family homes for working people. There are no significant associations with historic events. While the workers contributed to the social and economic history of the area,

there are not a sufficient number of historic resources remaining to communicate this broad pattern of local history.

2. It is associated with the lives of persons important to local, California, or national history

   There are no significant associations with individuals significant to local, California or national history.

3. It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values

   For a property to be eligible for its architectural significance, the importance of the property is based on the physical aspects of its design, materials, form, style, or workmanship. While some of the structures retain their original form and style, none are such exceptional examples that they would be individually eligible for designation to the CRHR. Most of the structures have been significantly altered resulting in the loss of their distinctive physical attributes.

4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

   The properties are from the 20th century and as such were evaluated for their potential as historic resources. None of these resources will yield any additional historic information. The styles and building techniques are not unique to these structures.

None of the buildings constructed in the subject study area meet the criteria for designation as individual landmarks California Register or City of Los Angeles criteria. None of the individual buildings are associated with people or events significant to local, state or national history. None of the individual buildings are remarkable examples of an architectural style or the work of an important designer or architect or display a high level of workmanship.

Based on the age of the structures, there was potential for consideration as a historic district. However, due to the many alterations and new intrusions, there is not a sufficient concentration of qualified resources to convey the sense of a historic district. Over 80 percent of the structures have been significantly altered due to the loss of character-defining features (including irreversible changes such as addition of stucco over original siding and sometimes over details and the removal of historic details), addition of substantial amounts of new materials. The historic setting of the neighborhood has also been compromised (i.e., paving of large areas of front lawns). The cumulative impact of these changes results in the inability of the neighborhood to convey its period of significance (residential architecture of the first-quarter of the 20th century).

In addition, there is no significant historic association with any groups of individuals and the social and economic history of a class or neighborhood would no longer be conveyed due to the loss of architectural integrity of the buildings and setting. There

is no potential for a California Register eligible Historic District or a City of Los Angeles Historic Preservation Overlay Zone (HPOZ).

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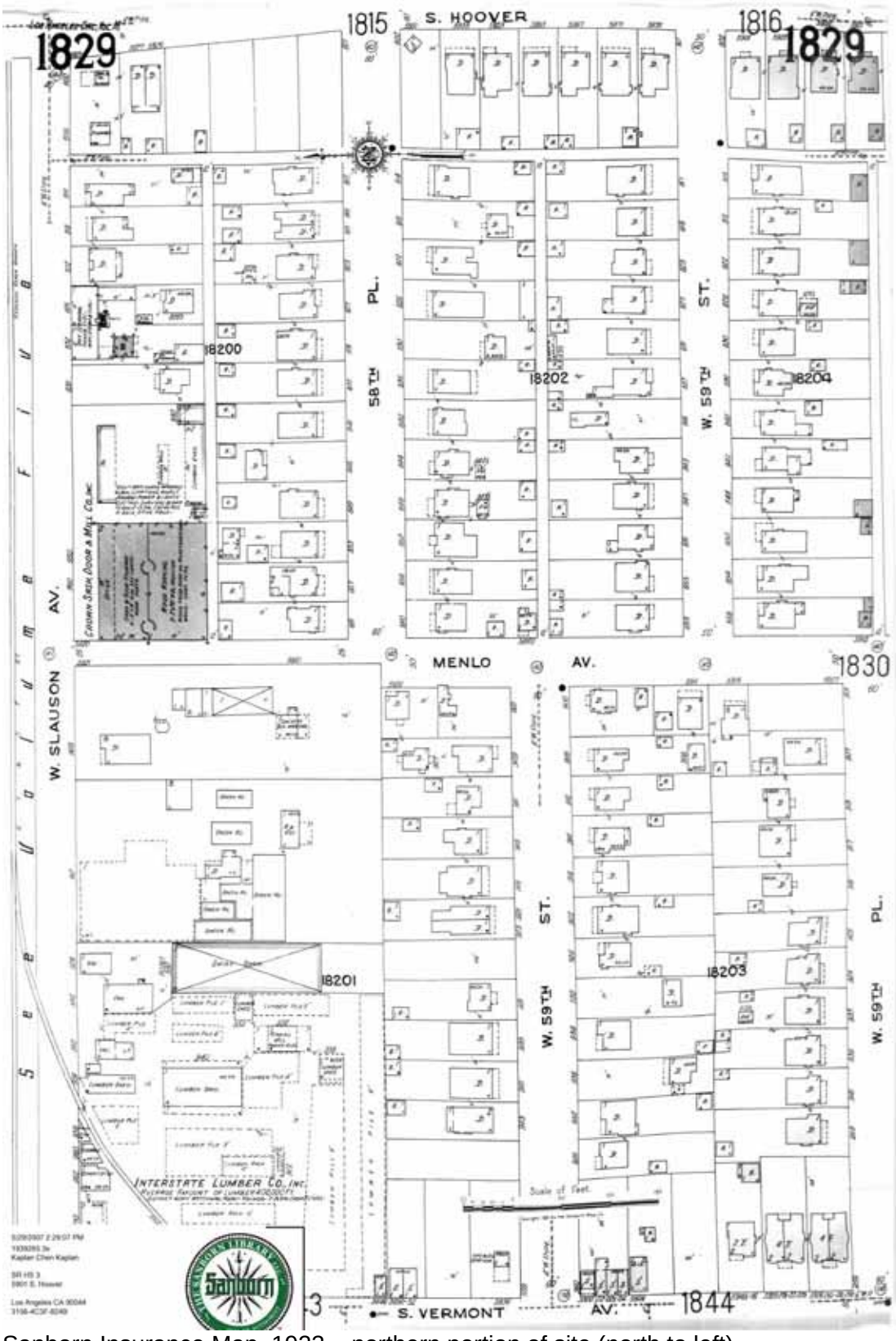
Sanborn Maps, 1923, 1951, 1969.

Appendix A

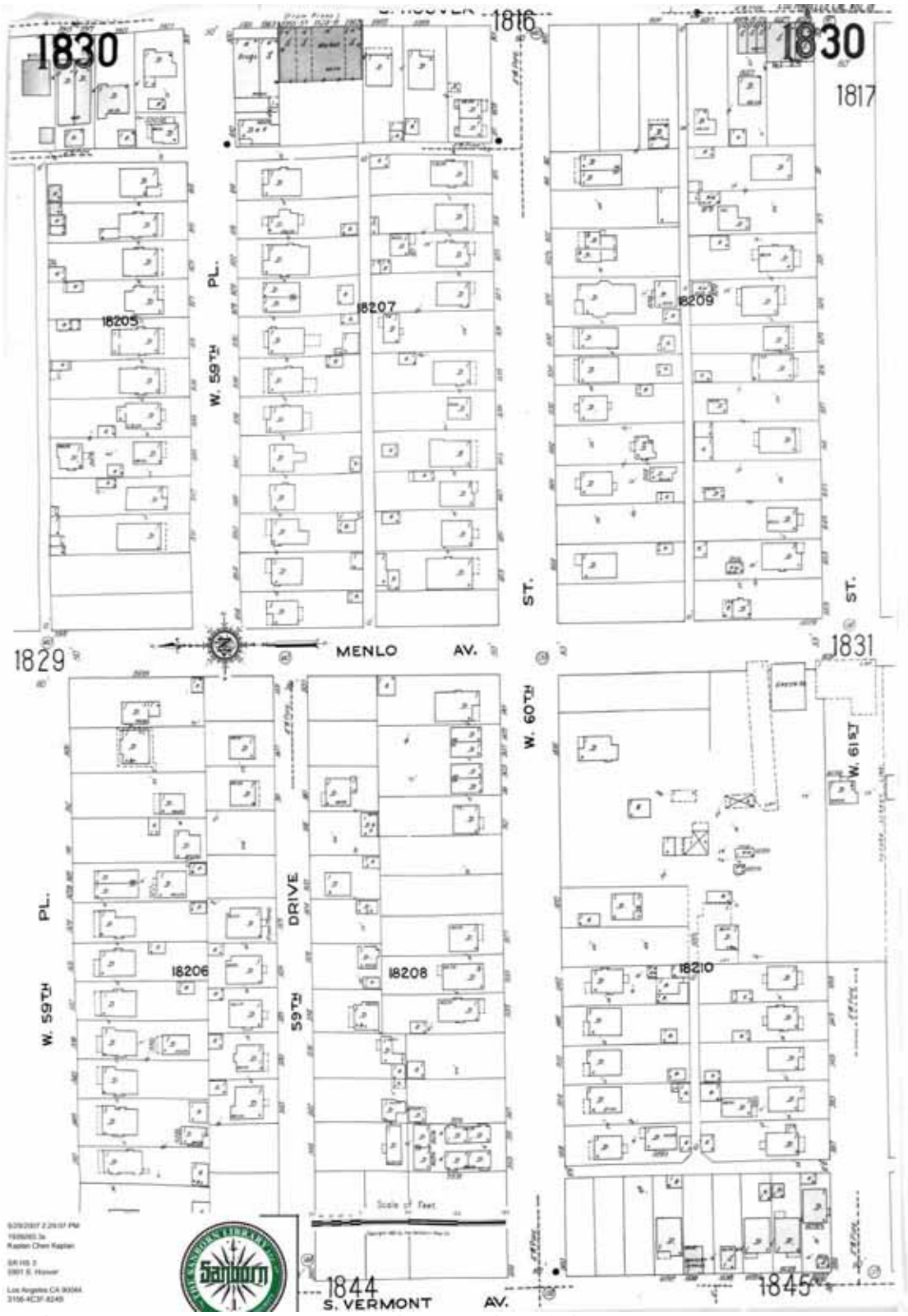
Photographs and Maps

Aerial photo of surrounding area, c 2002.

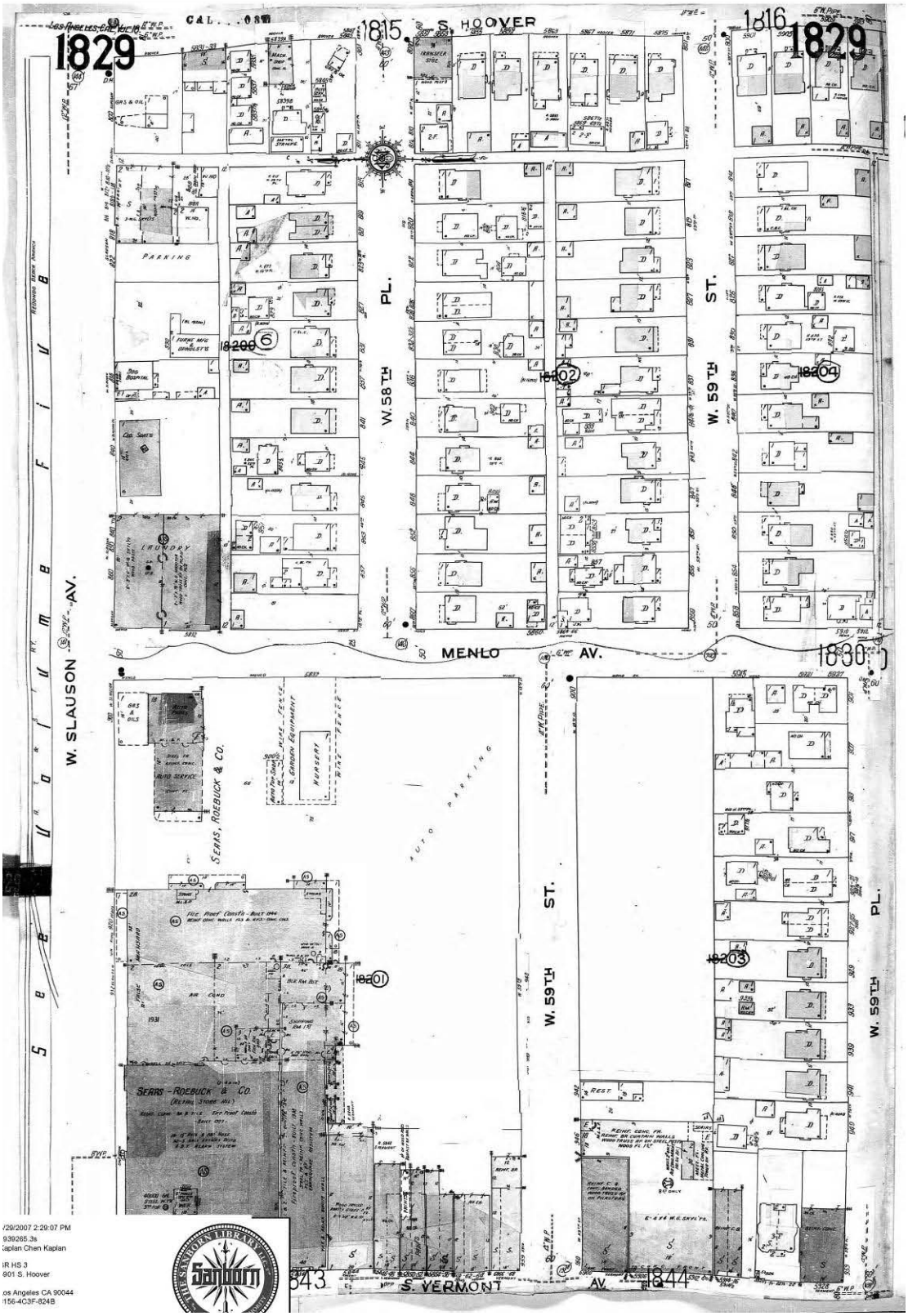
Aerial photo of proposed site, c 2002



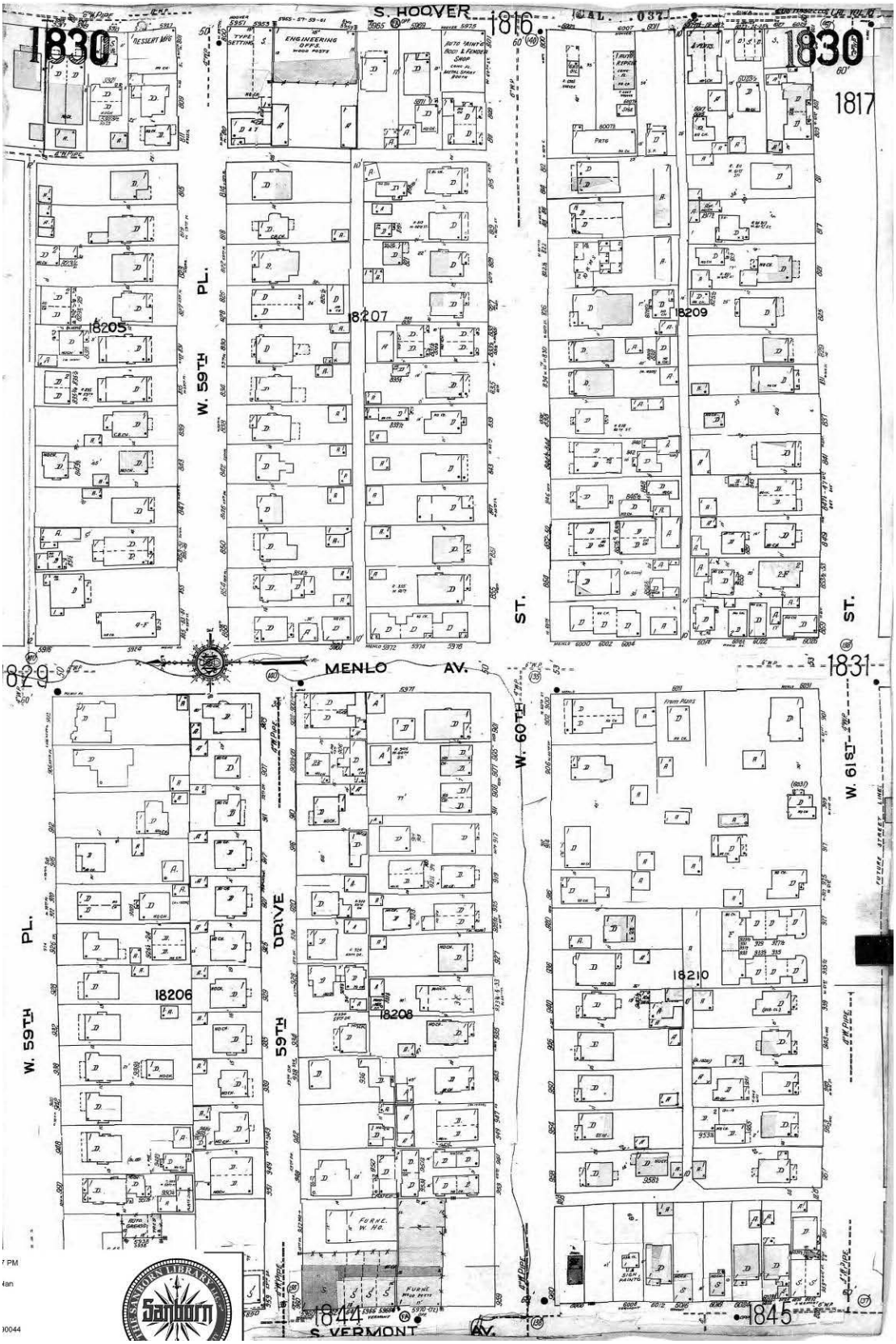
Sanborn Insurance Map, 1923 – northern portion of site (north to left)



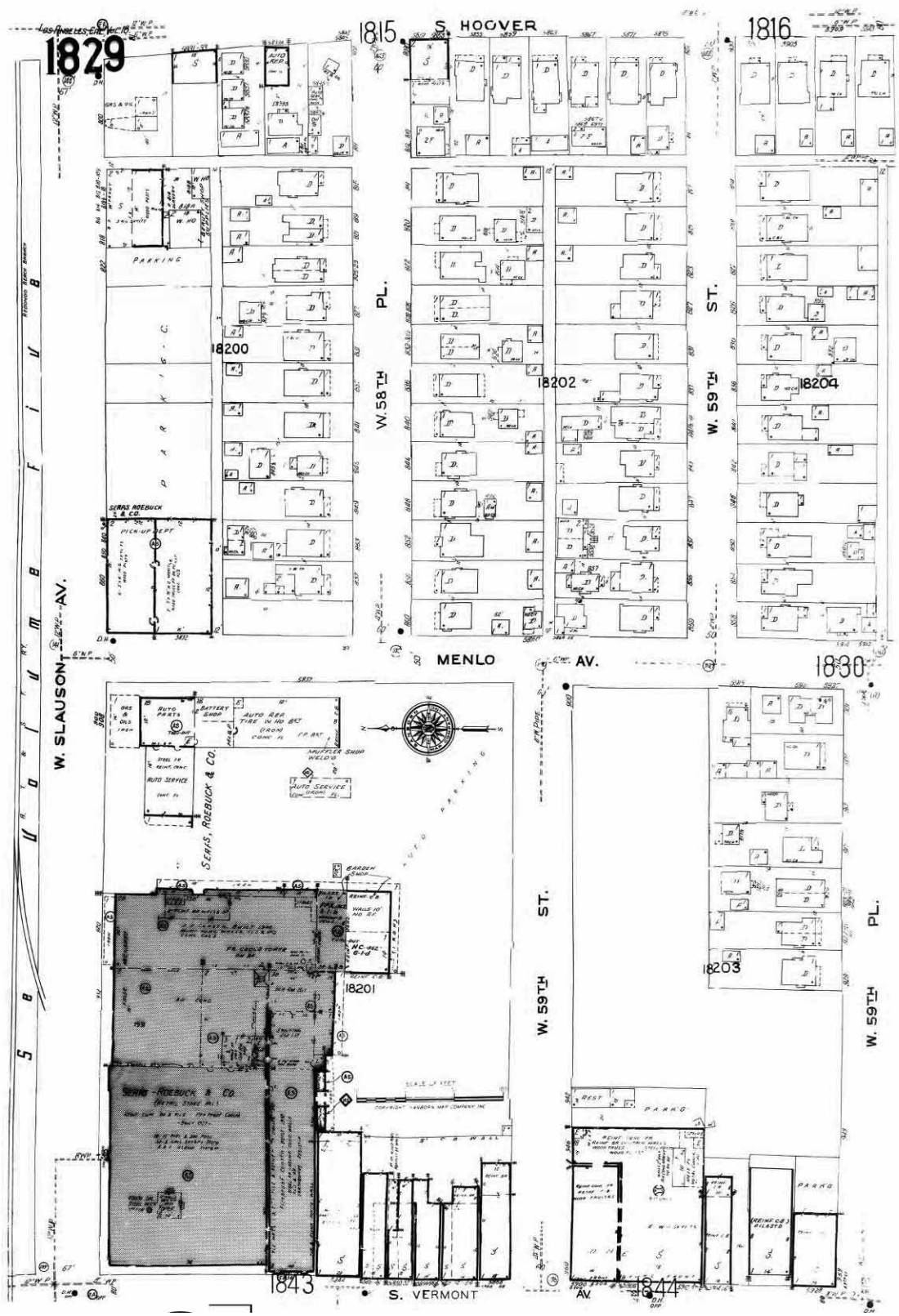
Sanborn Insurance Map, 1923 – southern portion of site



Sanborn Insurance Map, 1951 – northern portion of site (north to left)



Sanborn Insurance Map, 1951 southern portion of site



Sanborn Insurance Map, 1969 – northern portion of site (north to left)

Sanborn Insurance Map, 1969 – southern portion of site.

South Side West 59th Street

814 W. 59th St

818 W. 59th St.

822 W. 59th St.

826 W. 59th St.

830 W. 59th St.

836 W. 59th St.

840 W. 59th St.

842 W. 59th St.

846 W. 59th St.

850 W. 59th St.

854 W. 59th St.

858 W. 59th St.

North Side West 59th Place

809 W. 59th Place

811 W. 59th Place

815 W. 59th Place

819 W. 59th Place

823 W. 59th Place Jpg 28

827 W. 59th Place

831 W. 59th Place 2-Jpg 30

837 W. 59th Place

839 W. 59th Place

843 W. 59th Place

847 W. 59th Place

851 W. 59th Place

855 W. 59th Place

861-863 W. 59th Place Jpg 17

South Side West 59th Place

810 W. 59th Place 2-Jpg 33

814 W. 59th Place Jpg 42

816 W. 59th Place

822 W. 59th Place

826 W. 59th Place

830 W. 59th Place

836 ? W. 59th Place

838 W. 59th Place

842 W. 59th Place

846 W. 59th Place

850 W. 59th Place

854 W. 59th Place

858 W. 59th Place

5960 Menlo (rear of 858 58th Pl)

North Side West 60th Street

811 W. 60th St.

815 W. 60th St.

819 W. 60th St.

821 W. 60th St.

827 W. 60th St.

833 W. 60th St.

835 W. 60th St.

839 W. 60th St.

843 W. 60th St.

847 W. 60th St.

851 W. 60th St

5972 Menlo (also faces 60th St)

Menlo façade -- W. 60th St elevation

Examples from South Side West. 60th Street

816 W. 60th St

826 W. 60th St.

West Side South Hoover

5901 S. Hoover

5905 S. Hoover

5909 S. Hoover

5913 S. Hoover

5919 S. Hoover

5921 S. Hoover (No direct photo)

5927 S. Hoover

5953 S. Hoover

5959 S. Hoover

5965 S. Hoover

5971 S. Hoover

NW corner Hoover & 60th

Appendix B

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Appendix D Health Risk Assessment

HEALTH RISK ASSESSMENT
FOR
SOUTH LOS ANGELES AREA HIGH SCHOOL NO. 3

Prepared For:

Los Angeles Unified School District
Office of Environmental Health and Safety

Prepared By:

Weston Solutions, Inc.

March 2007

TABLE OF CONTENTS

Section		Page
1.0	Introduction	1
2.0	Site Description	2
3.0	Source Identification	2
4.0	Source Characterization	3
	4.1 Stationary Sources	
	4.2 Off-Road Mobile Sources	
5.0	Exposure Quantification	6
6.0	Risk Characterization	7
	6.1 Carcinogenic Chemical Risk	
	6.2 Noncarcinogenic Hazards	
	6.3 Accidental Releases	
7.0	Conclusion	10
References		11

Appendices

Appendix A Risk Calculation Worksheets
Appendix B Graphical Representation of Emitting Sources
Appendix C Emission Rate Calculations
Appendix D ISCST3 Model Output File

List of Figure(s)

Figure 1 Site Location/Vicinity Aerial Photograph

List of Table(s)

Table 1 Chemical Compounds Emitted From Each Facility
Table 2 Locomotive Fleet Distribution

1.0 INTRODUCTION

Public Resources Code Section 21151.8 and Education Code Section 17213 prohibit the approval of an environmental impact report or negative declaration for a project involving the purchase of a school site or construction of a new elementary or secondary school unless the following occur:

- facilities located within a 1/4 mile radius of the proposed site that might reasonably emit hazardous or acutely hazardous air emissions have been identified and;

- it has been determined that the health risks from facilities do not and will not constitute an actual or potential endangerment of public health to persons who attend or are employed at the school or;

- if impacts are identified, mitigation of all chronic or accidental hazardous air emissions must be made prior to school occupancy and a determination of no actual or potential endangerment shall be certified by the governing board.

- if identified impacts cannot be mitigated, the governing board may adopt a statement of overriding considerations if it makes the finding that no suitable alternative sites exist due to a severe shortage of qualifying school site locations.

- For a school site located within 500 feet from the edge of a freeway traffic lane or busy traffic corridor, the governing board shall additionally determine through analysis pursuant to paragraph (2) of subdivision (b) of Section 44360 of the Health and Safety Code, based on appropriate air dispersion modeling, and after considering any potential mitigation measures, that the air quality at the proposed site is such that neither short term nor long term exposure poses significant health risks to pupils.

The assessment and dispersion modeling methodologies used in the preparation of this report were composed of all relevant and appropriate procedures presented by the U.S. Environmental Protection Agency and California Environmental Protection Agency. The methodologies and assumptions offered under this regulatory guidance were used to ensure that the assessment effectively quantified school-based impacts associated with the generation of contaminant emissions from adjacent stationary and mobile sources.

This report summarizes the protocol used to evaluate the health risks associated with each emitting source and presents the results of the health risk assessment.

2.0 SITE DESCRIPTION

The Los Angeles Unified School District (LAUSD) is proposing to locate a new high school facility at the corner of West Slauson Avenue and South Hoover Street in the City of Los Angeles. The proposed high school will have 75 classrooms and will accommodate a total enrollment of 2,025 students year-round in grades 9 through 12.

The site is approximately 15.26 acres and is bordered by West Slauson Avenue to the north, South Hoover Street to the east, 60th Street to the south and Menlo Avenue to the west. The site is currently designated as both Residential and Commercial and zoned R-3 (Limited Multiple Residence) and C-2 (Neighborhood Commercial Business). Commercial use designations are along both West Slauson Avenue and South Hoover Street with residential units on both 60th Street and Menlo Avenue.

3.0 SOURCE IDENTIFICATION

Properties within a 1/4 mile radius (1320 feet) of the proposed site were surveyed to identify facilities that have the potential for generating hazardous and acutely hazardous air emissions.

Facility information provided by business owners/operators, as well as data collected from the U.S. Environmental Protection Agency (U.S. EPA), California Environmental Protection Agency (Cal/EPA and the South Coast Air Quality Management District (SCAQMD) were reviewed to assist in the identification of potential emitters. The site is not located within 500 feet of a freeway or busy traffic corridor (>100,000 Annual Average Daily Traffic). Therefore, an assessment of both short-term and long-term exposures from on-road mobile source activity was not performed.

Based on the above survey and records review, the following sources were identified:

1. Tam's Burgers No. 14, 5837 South Figueroa Street
2. Charlie's Auto Center, 6080 South Hoover Street
3. C-1 Starters, 6027 South Hoover Street
5. H & V Auto Repair & Auto Electric, 5862 South Hoover Street
6. V & S Tires and Auto Repair, 5850 South Hoover Street
7. El Pollo Loco, 5800 South Vermont Avenue
8. Fred's Burgers, 5950 South Vermont Avenue
9. Young's Cleaners, 6104 South Vermont Avenue
10. Garment Industry Laundry, 710 West 58th Street
11. John Muir Middle School, 5929 South Vermont Avenue
12. Plaza Vermont, 960 West 62nd Place
13. Three Bros. Upholstery, 6029 Vermont Avenue
14. Ramirez Auto Body, 6132 South Vermont Avenue

Figure 1
Site Location/Vicinity Map

4.0 SOURCE CHARACTERIZATION

4.1 Stationary Sources

Contaminant release information and associated chemical species were identified through a review of available documentation for each source referenced in Section 3.0.

To the degree practical, all contaminant emissions generated from each source location were considered in the analysis. The limiting factor for the inclusion of a compound was the availability of published exposure factors and other toxicity data enabling risks to be quantified and, where appropriate, target organs identified. A list of emitted compounds for each source is outlined in Table 1.

Table 1
Chemical Compounds Emitted From Each Facility

Source	Contaminant
Tam's Burgers No. 14	Acetaldehyde
Charlie's Auto Center	Toluene Acetone n-Hexane Methyl Ethyl Ketone 2-Butoxyethanol Isopropanol Xylene Ethyl Acetate Ethanol
C-1 Starters	Acetone Ethyl Acetate Ethanol Methyl Ethyl Ketone Xylene
H & V Auto Repair & Auto Electric	Toluene Acetone n-Hexane Methyl Ethyl Ketone 2-Butoxyethanol Isopropanol Xylene Ethyl Acetate Ethanol Methyl Chloroform
V & S Tires and Auto Repair	Methyl Chloroform
El Pollo Loco	Acetaldehyde
Fred's Burgers	Acetaldehyde
Young's Cleaners	Perchloroethylene
Garment Industry Laundry	Formaldehyde Benzene Toluene n-Hexane
John Muir Middle School	Formaldehyde Benzene Toluene n-Hexane
Plaza Vermont	Diesel Particulates

Table 1 continued
Chemical Compounds Emitted From Each Facility

Source	Contaminant
Three Bros. Upholstery	Toluene Acetone Hexane VM & P Naphtha
Ramirez Auto Body	Toluene Acetone 2-Butoxyethanol Butyl Benzyl Phthalate n-Propanol Methyl Ethyl Ketone Isopropanol Xylene VM & P Naptha Ethyl Benzene Isobutyl Acetate

4.2 Off-Road Mobile Sources

Locomotive engines generate pollutants which appreciably impact local air quality. Although locomotive engines produced today meet modest emission requirements, they continue to emit significant amounts of particulate matter (PM), which contributes to serious public health impacts.

Currently, the U.S. Environmental Protection Agency estimates that off-road diesel engines account for approximately 60 percent of total diesel particulate matter (PM) emissions from mobile sources nationwide (U.S. EPA, 1993).

Fleet distribution profiles for locomotives traversing the adjacent railroad right-of-way and operating within the rail yard were obtained from the *Rail Safety Study: Proposed South Los Angeles School No. 3 Site – Expansion of Preferred Site* (Wilson Geosciences, Inc., 2006). All reported activity levels were based upon daytime conditions (i.e., 8:00 a.m. to 4:00 p.m.). Table 2 presents the identified percentage of freight and passenger locomotives considered in the assessment.

Table 2
Locomotive Fleet Distribution

Source Category	Locomotive Class	Percent
Rail Line	Freight (line-haul)	100.0

Emission factors for freight (line-haul) locomotives were based upon representative engine models EMD 16-710G3.

In 1998, the California Air Resources Board identified particulate emissions from diesel-fueled engines as a toxic air contaminant. As such, diesel particulate was identified as the contaminant of concern for all rail source categories. Appendix C presents the emission rate calculations for the off-road mobile source category considered in the assessment.

5.0 EXPOSURE QUANTIFICATION

In order to assess the impact of emitted compounds on individuals who may work and/or attend classes at the proposed school facility, air quality modeling utilizing the Industrial Source Complex-Short Term (ISCST3) model was performed. The model is a steady state Gaussian plume model and utilized by the Cal/EPA for estimating ground level impacts from point and fugitive sources in simple and complex terrain. For stationary sources, appropriate model settings were employed to characterize identified release parameters for each emitting source (i.e., point, area and volume).

The model requires various input parameters including chemical emission data and local meteorology. Inputs for each emitting source were based on the characterizations referenced in Section 4.0. Meteorological data from the South Coast Air Quality Management District's Downtown Los Angeles monitoring station was used to represent local weather conditions and prevailing winds.

The modeling analysis also considered the spatial distribution of each emitting source in relation to the proposed school site. To accommodate the model's Cartesian grid format, direction dependent calculations were obtained by identifying the universal transverse mercator (UTM) coordinates for each source location.

To determine contaminant impacts during school hours, the model's scalar option was invoked to predict ground level concentrations for emissions generated between the hours of 8:00 a.m. and 4:00 p.m. (i.e., ending hours 9 through 16).

The ISCST3 model output file generated for stationary and mobile source activities are presented in Appendix D.

6.0 RISK CHARACTERIZATION

6.1 Carcinogenic Chemical Risk

Carcinogenic compounds are not considered to have threshold levels (i.e., dose levels below which there are no risks). Any exposure, therefore, will have some associated risk. As a result, the State of California has established a threshold of one in one hundred thousand (1.0E-05) as a level posing no significant risk for exposures to carcinogens regulated under the Safe Drinking Water and Toxic Enforcement Act (Proposition 65).

Health risks associated with exposure to carcinogenic compounds at the proposed school facility can be defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. Under a deterministic approach (i.e., point estimate methodology), the cancer risk probability is determined by multiplying the chemical's annual concentration by its unit risk factor (URF). The URF is a measure of the carcinogenic potential of a chemical when a dose is received through the inhalation pathway. It represents an upper bound estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of one microgram per cubic meter (μg/m3) over a 70 year lifetime.

Notwithstanding, recent guidance from the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) recommends a refinement to the standard point estimate approach when alternate human body weights and breathing rates are utilized to assess risk for susceptible subpopulations such as children (OEHHA, 2000, 2003). For the inhalation pathway, the procedure requires the incorporation of several discrete variates to effectively quantify dose. Once determined, contaminant dose is multiplied by the cancer potency factor (CPF) in units of inverse dose expressed in milligrams per kilogram per day $(mg/kg/day)^{-1}$ to derive the cancer risk estimate. Therefore, to accommodate the unique exposures associated with the proposed school-based population, the following dose algorithm was utilized.

$$CDI = (C_{air} \times EF \times ED \times IR) / (BW \times AT)$$

Where:

CDI = chronic daily intake (mg/kg/day)
C_{air} = concentration of contaminant in air (mg/m^3)
EF = exposure frequency (days/year)
ED = exposure duration (years)
IR = inhalation rate (m^3/day)
BW = body weight (kg)
AT = averaging time (days)

The URF's utilized in the assessment and corresponding cancer potency factors were obtained principally from OEHHA guidance. For gasoline vapors, the toxicity value presented in the former *CAPCOA Air Toxic Hot Spots Program Risk Assessment Guidelines* (1993) was utilized. This was done to ensure a conservative (i.e., health protective) assessment by accounting for the mass generation of product vapors rather than reducing the risk estimate by limiting source strength based upon the fraction of benzene in the vapor phase. For compounds not listed in the OEHHA database, toxicity values from the U.S. Environmental Protection Agency, Integrated Risk Information System (IRIS) were utilized.

To represent the unique characteristics of the school-based population, the assessment employed the U.S. Environmental Protection Agency's guidance to develop viable dose estimates based on reasonable maximum exposures (RME). RME's are defined as the "highest exposure that is reasonably expected to occur" for a given receptor population. As a result, lifetime risk values for the student population were adjusted to account for an exposure duration of 180 days per year for four (4) years. To assess staff related risk, school-based exposures were adjusted to account for an employment duration of 240 days per year for forty (40) years. This timeline is considered appropriate for potential long term exposures to both certificated and classified personnel and consistent with workplace exposures established under Proposition 65.

Discrete variates for body weight and inhalation were obtained from relevant distribution profiles presented in the OEHHA guidance document entitled *Air Toxic Hot Spots Program Risk Assessment Guidelines, Part IV: Technical Support Document for Exposure Assessment and Stochastic Analysis* and the U.S. Environmental Protection Agency's *Child-Specific Exposure Factors Handbook, Interim Report*.

Appendix A, Tables A1 and A2, columns f-g, present the URF's and corresponding cancer potency factors for carcinogens considered in the assessment. The cancer risk attributed to each chemical exposure and summation of those risks are presented in column h.

6.2 Noncarcinogenic Hazards

An evaluation of the potential noncancer effects of chronic chemical exposures was also conducted. Under the point estimate approach, adverse health effects are evaluated by comparing the annual ground level concentration of each chemical compound with the appropriate Reference Exposure Level (REL). Available REL's promulgated by OEHHA were considered in the assessment. For compounds not listed in the OEHHA database, REL's from the *Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values* were utilized. When identified, U. S. Environmental Protection Agency Reference Concentrations (RfC's) reported in this table were substituted with updated values from the IRIS database.

In the absence of published inhalation REL/RfC values, a compound's available oral reference dose was employed by assuming equal absorption by the inhalation and oral routes. When inhalation and/or oral toxicity values were not available, informal inhalation concentrations were developed by converting occupational exposure levels (i.e., Threshold Limit Values) derived by the American Conference of Governmental Industrial Hygienists to a lifetime exposure, as follows:

$$(TLV \text{ in } mg/m^3) \times (20\ m^3/day) / [(420) \times (70\ kg)] = mg/kg/day$$

The exposure level expressed in mg/kg/day may additionally be converted to $\mu g/m^3$ by the following:

$$(mg/kg/day) \times (70\ kg) \times (1{,}000\ \mu g/mg) / (20\ m^3/day) = \mu g/m^3$$

To quantify noncarcinogenic impacts, the hazard index approach was used. The hazard index assumes that chronic subthreshold exposures adversely affect a specific organ or organ system (toxicological endpoint). For each discrete chemical exposure, target organs presented in regulatory guidance were utilized. When informal concentrations were developed, endpoints identified in the U.S. Department of Health and Human Services, National Institute for Occupational Safety and Health *Pocket Guide to Chemical Hazards* were employed.

To calculate the hazard index, each chemical concentration or dose is divided by the appropriate toxicity value. For compounds affecting the same toxicological endpoint, this ratio is summed. Where the total equals or exceeds one, a health hazard is presumed to exist. In a manner consistent with the assessment of carcinogenic exposures, REL/RfC values were converted to units expressed in mg/kg/day to accommodate the above referenced intake algorithm.

Appendix A, Tables A1 and A2, columns i-j, present the relevant exposure concentrations and corresponding reference dose values used in the evaluation of noncarcinogenic exposures. The noncancer hazard quotient for identified compounds generated from each source and a summation for each toxicological endpoint are presented in columns k-r.

6.3 Accidental Releases

Hazardous material accidental risks are determined through an assessment conducted under the auspices of the California Accidental Release Prevention (CalARP) Program. Information related to potential accidental releases is available through a facility's submittal of a Risk Management Plan based upon a significant likelihood of a regulated substance accidental risk pursuant to Health and Safety Code, Article 2, Section 25534.

As a result, should a stationary source employ a covered process utilizing more than a threshold quantity of a regulated substance, a subsequent determination is required to comply

with the provisions of the federal Accidental Release Prevention program (Title 40, Code of Federal Regulations, Part 68) and related requirements of the state pursuant to Article 2, Chapter 6.95 of the Health and Safety Code.

Available information collected during the source identification process (e.g., regulatory records review and on-site interviews with business owner/operators) did not reveal the presence of a regulated substance in excess of a defined threshold quantity which may present an acute hazard from a process upset and/or accidental release.

7.0 CONCLUSION

For carcinogenic exposures, the summation of risk totaled 5.0E-07 (5 in ten million) for adults and 3.8E-08 (3.8 in a hundred million) for students. In comparison to the threshold level referenced in Section 6.1, carcinogenic risks fall within acceptable limits. For noncarcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than one for both students and staff. Therefore, chronic noncarcinogenic hazards were predicted to be within acceptable limits.

In acknowledgment of the regulatory guidelines relating to carcinogenic and noncarcinogenic exposures, hazardous and/or acutely hazardous air emissions generated from facilities within a 1/4 mile radius are not anticipated to pose an actual or potential endangerment to persons who attend or work at the proposed school complex.

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APPENDIX A

Risk Calculation Worksheets

Table A1
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
Administrative Staff Exposure

Source	Mass GLC		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*								
	(ug/m3)	(mg/m3)			URF (ug/m3)	CPF (mg/kg/day)	RISK	REL (ug/m3)	RfD (mg/kg/day)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Tam's Burgers No. 14	0.01632	1.6E-05	1.00E+00	Acetaldehyde	2.7E-06	1.0E-02	1.4E-08	9.0E+00	2.6E-03	9.7E-04							
Charlie's Auto Center	0.01231	1.2E-05	3.66E-01	Toluene				3.0E+02	8.6E-02	8.0E-06	8.0E-06					8.0E-06	
			2.41E-01	Acetone				3.2E+03	9.0E-01					5.0E-07			
			5.70E-02	n-Hexane				7.0E+03	2.0E+00		5.3E-08						
			2.50E-02	Methyl Ethyl Ketone				5.0E+03	1.4E+00							3.3E-08	
			1.60E-02	2-Butoxyethanol				1.3E+04	3.7E+00			8.1E-09					
			1.60E-02	Isopropanol				7.0E+03	2.0E+00					1.5E-08		1.5E-08	
			3.50E-02	Xylene				7.0E+02	2.0E-01	3.3E-07	3.3E-07						
			9.00E-03	Ethyl Acetate				3.2E+03	9.0E-01	1.9E-08							
			1.90E-02	Ethanol				4.5E+03	1.3E+00	2.8E-08	2.8E-08	2.8E-08			2.8E-08	2.8E-08	
C-1 Starters	0.03390	3.4E-05	4.20E-01	Acetone				3.2E+03	9.0E-01					2.4E-06			
			5.00E-02	Ethyl Acetate				3.2E+03	9.0E-01	2.9E-07							
			1.00E-01	Ethanol				4.5E+03	1.3E+00	4.0E-07	4.0E-07	4.0E-07			4.0E-07	4.0E-07	
			5.00E-02	Methyl Ethyl Ketone				5.0E+03	1.4E+00							1.8E-07	
			1.00E-01	Xylene				7.0E+02	2.0E-01	2.6E-06	2.6E-06						
H & V Auto Repair & Auto Electric	0.66630	6.7E-04	1.90E-02	Toluene				3.0E+02	8.6E-02	2.2E-05	2.2E-05					2.2E-05	
			6.10E-02	Acetone				3.2E+03	9.0E-01					6.9E-06			
			3.00E-03	n-Hexane				7.0E+03	2.0E+00		1.5E-07						
			7.00E-03	Methyl Ethyl Ketone				5.0E+03	1.4E+00							5.0E-07	
			1.00E-03	2-Butoxyethanol				1.3E+04	3.7E+00			2.7E-08					
			1.00E-03	Isopropanol				7.0E+03	2.0E+00					5.1E-08		5.1E-08	
			1.30E-02	Xylene				7.0E+02	2.0E-01	6.6E-06	6.6E-06						
			6.00E-03	Ethyl Acetate				3.2E+03	9.0E-01	6.8E-07							
			1.20E-02	Ethanol				4.5E+03	1.3E+00	9.4E-07	9.4E-07	9.4E-07			9.4E-07	9.4E-07	
			8.25E-01	Methyl Chloroform				1.0E+03	2.9E-01		2.9E-04						
V & S Tires & Auto Repair	0.12778	1.3E-04	9.90E-01	Methyl Chloroform				1.0E+03	2.9E-01		6.7E-05						
El Pollo Loco	0.01160	1.2E-05	1.00E+00	Acetaldehyde	2.7E-06	1.0E-02	1.0E-08	9.0E+00	2.6E-03	6.9E-04							
Fred's Burgers	0.17796	1.8E-04	1.00E+00	Acetaldehyde	2.7E-06	1.0E-02	1.5E-07	9.0E+00	2.6E-03	1.1E-02							
Youngs Cleaners	0.08958	9.0E-05	1.00E+00	Perchloroethylene	5.9E-06	2.1E-02	1.6E-07	3.5E+01	1.0E-02					1.4E-03	1.4E-03		
Garment Industry Laundry	0.03266	3.3E-05	8.00E-02	Formaldehyde	6.0E-06	2.1E-02	4.8E-09	3.0E+00	8.6E-04	4.6E-04							4.6E-04
			4.00E-02	Benzene	2.9E-05	1.0E-01	1.1E-08	6.0E+01	1.7E-02		1.2E-05	1.2E-05				1.2E-05	
			2.00E-02	Toluene				3.0E+02	8.6E-02	1.2E-06	1.2E-06					1.2E-06	
			1.00E-02	n-Hexane				7.0E+03	2.0E+00		2.5E-08						
John Muir Middle School	0.00124	1.2E-06	8.00E-02	Formaldehyde	6.0E-06	2.1E-02	1.8E-10	3.0E+00	8.6E-04	1.8E-05							1.8E-05
			4.00E-02	Benzene	2.9E-05	1.0E-01	4.3E-10	6.0E+01	1.7E-02		4.4E-07	4.4E-07				4.4E-07	
			2.00E-02	Toluene				3.0E+02	8.6E-02	4.4E-08	4.4E-08					4.4E-08	
			1.00E-02	n-Hexane				7.0E+03	2.0E+00		9.4E-10						
Plaza Vermont	0.00081	8.1E-07	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	7.7E-08	5.0E+00	1.4E-03	8.6E-05							

Table A1 continued
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
Administrative Staff Exposure

Source	Mass GLC		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*								
	(ug/m3)	(mg/m3)			URF (ug/m3)	CPF (mg/kg/day)	RISK	REL (ug/m3)	RfD (mg/kg/day)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Three Bros. Upholstery	0.01204	1.2E-05	2.00E-01	Toluene				3.0E+02	8.6E-02	4.3E-06	4.3E-06					4.3E-06	
			3.00E-01	Hexane				7.0E+03	2.0E+00		2.7E-07						
			1.50E-01	VM & P Naptha				3.2E+03	9.2E-01	3.0E-07	3.0E-07						
			2.00E-01	Acetone				3.2E+03	9.0E-01					4.1E-07			
Ramirez Auto Body	0.09943	9.9E-05	4.20E-02	2-Butoxyethanol				1.3E+04	3.7E+00			1.7E-07					
			1.04E-01	N-propanol				1.2E+03	3.4E-01	4.6E-06							
			6.70E-02	Methyl Ethyl Ketone				5.0E+03	1.4E+00							7.1E-07	
			3.32E-01	Toluene				3.0E+02	8.6E-02	5.9E-05	5.9E-05					5.9E-05	
			1.09E-01	Acetone				3.2E+03	9.0E-01					1.8E-06			
			4.80E-02	Butyl Benzyl Phthalate				7.0E+02	2.0E-01						3.6E-06		
			9.20E-02	Isopropanol				7.0E+03	2.0E+00					7.0E-07		7.0E-07	
			9.20E-02	VM & P Naptha				3.2E+03	9.2E-01	1.5E-06	1.5E-06						
			2.30E-02	Ethyl Benzene				2.0E+03	5.7E-01					6.1E-07	6.1E-07	6.1E-07	
			4.60E-02	Xylene				7.0E+02	2.0E-01	3.5E-06	3.5E-06						
			4.60E-02	Isobutyl Acetate				1.7E+03	4.8E-01	1.5E-06	1.5E-06						
UPRR	0.00071	7.1E-07	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	6.8E-08	5.0E+00	1.4E-03	7.6E-05							
Total							5.0E-07			1.3E-02	4.8E-04	1.4E-05	0.0E+00	1.4E-03	1.4E-03	1.1E-04	4.8E-04

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	240
exposure duration (years)	40
inhalation rate (m3/day)	16.2
average body weight (kg)	70
averaging time$_{(cancer)}$ (days)	25550
averaging time$_{(noncancer)}$ (days)	14600

* Key to Toxicological Endpoints

RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g., teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

Table A2
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
Student Exposure

Source	Mass GLC		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*								
	(ug/m3)	(mg/m3)			URF (ug/m3)	CPF (mg/kg/day)	RISK	REL (ug/m3)	RfD (mg/kg/day)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Tam's Burgers No. 14	0.01632	1.6E-05	1.00E+00	Acetaldehyde	2.7E-06	1.0E-02	1.1E-09	9.0E+00	2.6E-03	7.3E-04							
Charlie's Auto Center	0.01231	1.2E-05	3.66E-01	Toluene				3.0E+02	8.6E-02	6.0E-06	6.0E-06					6.0E-06	
			2.41E-01	Acetone				3.2E+03	9.0E-01					3.8E-07			
			5.70E-02	n-Hexane				7.0E+03	2.0E+00		4.0E-08						
			2.50E-02	Methyl Ethyl Ketone				5.0E+03	1.4E+00							2.5E-08	
			1.60E-02	2-Butoxyethanol				1.3E+04	3.7E+00			6.1E-09					
			1.60E-02	Isopropanol				7.0E+03	2.0E+00					1.1E-08		1.1E-08	
			3.50E-02	Xylene				7.0E+02	2.0E-01	2.5E-07	2.5E-07						
			9.00E-03	Ethyl Acetate				3.2E+03	9.0E-01	1.4E-08							
			1.90E-02	Ethanol				4.5E+03	1.3E+00	2.1E-08	2.1E-08	2.1E-08			2.1E-08	2.1E-08	
C-1 Starters	0.03390	3.4E-05	4.20E-01	Acetone				3.2E+03	9.0E-01					1.8E-06			
			5.00E-02	Ethyl Acetate				3.2E+03	9.0E-01	2.2E-07							
			1.00E-01	Ethanol				4.5E+03	1.3E+00	3.0E-07	3.0E-07	3.0E-07			3.0E-07	3.0E-07	
			5.00E-02	Methyl Ethyl Ketone				5.0E+03	1.4E+00							1.4E-07	
			1.00E-01	Xylene				7.0E+02	2.0E-01	1.9E-06	1.9E-06						
H & V Auto Repair & Auto Electric	0.66630	6.7E-04	1.90E-02	Toluene				3.0E+02	8.6E-02	1.7E-05	1.7E-05					1.7E-05	
			6.10E-02	Acetone				3.2E+03	9.0E-01					5.2E-06			
			3.00E-03	n-Hexane				7.0E+03	2.0E+00		1.1E-07						
			7.00E-03	Methyl Ethyl Ketone				5.0E+03	1.4E+00							3.7E-07	
			1.00E-03	2-Butoxyethanol				1.3E+04	3.7E+00			2.1E-08					
			1.00E-03	Isopropanol				7.0E+03	2.0E+00					3.8E-08		3.8E-08	
			1.30E-02	Xylene				7.0E+02	2.0E-01	5.0E-06	5.0E-06						
			6.00E-03	Ethyl Acetate				3.2E+03	9.0E-01	5.1E-07							
			1.20E-02	Ethanol				4.5E+03	1.3E+00	7.1E-07	7.1E-07	7.1E-07			7.1E-07	7.1E-07	
			8.25E-01	Methyl Chloroform				1.0E+03	2.9E-01		2.2E-04						
V & S Tires & Auto Repair	0.12778	1.3E-04	9.90E-01	Methyl Chloroform				1.0E+03	2.9E-01		5.1E-05						
El Pollo Loco	0.01160	1.2E-05	1.00E+00	Acetaldehyde	2.7E-06	1.0E-02	7.6E-10	9.0E+00	2.6E-03	5.2E-04							
Fred's Burgers	0.17796	1.8E-04	1.00E+00	Acetaldehyde	2.7E-06	1.0E-02	1.2E-08	9.0E+00	2.6E-03	7.9E-03							
Youngs Cleaners	0.08958	9.0E-05	1.00E+00	Perchloroethylene	5.9E-06	2.1E-02	1.2E-08	3.5E+01	1.0E-02					1.0E-03	1.0E-03		
Garment Industry Laundry	0.03266	3.3E-05	8.00E-02	Formaldehyde	6.0E-06	2.1E-02	3.6E-10	3.0E+00	8.6E-04	3.5E-04							3.5E-04
			4.00E-02	Benzene	2.9E-05	1.0E-01	8.5E-10	6.0E+01	1.7E-02		8.7E-06	8.7E-06				8.7E-06	
			2.00E-02	Toluene				3.0E+02	8.6E-02	8.7E-07	8.7E-07					8.7E-07	
			1.00E-02	n-Hexane				7.0E+03	2.0E+00		1.9E-08						
John Muir Middle School	0.00124	1.2E-06	8.00E-02	Formaldehyde	6.0E-06	2.1E-02	1.4E-11	3.0E+00	8.6E-04	1.3E-05							1.3E-05
			4.00E-02	Benzene	2.9E-05	1.0E-01	3.2E-11	6.0E+01	1.7E-02		3.3E-07	3.3E-07				3.3E-07	
			2.00E-02	Toluene				3.0E+02	8.6E-02	3.3E-08	3.3E-08					3.3E-08	
			1.00E-02	n-Hexane				7.0E+03	2.0E+00		7.1E-10						
Plaza Vermont	0.00081	8.1E-07	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	5.8E-09	5.0E+00	1.4E-03	6.5E-05							

Table A2 continued
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards
Student Exposure

Source	Mass GLC		Weight Fraction	Contaminant	Carcinogenic Risk			Noncarcinogenic Hazards / Toxicological Endpoints*								
	(ug/m3)	(mg/m3)			URF (ug/m3)	CPF (mg/kg/day)	RISK	REL (ug/m3)	RfD (mg/kg/day)	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
Three Bros. Upholstery	0.01204	1.2E-05	2.00E-01	Toluene				3.0E+02	8.6E-02	3.2E-06	3.2E-06					3.2E-06	
			3.00E-01	Hexane				7.0E+03	2.0E+00		2.1E-07						
			1.50E-01	VM & P Naptha				3.2E+03	9.2E-01	2.3E-07	2.3E-07						
			2.00E-01	Acetone				3.2E+03	9.0E-01					3.1E-07			
Ramirez Auto Body	0.09943	9.9E-05	4.20E-02	2-Butoxyethanol				1.3E+04	3.7E+00			1.3E-07					
			1.04E-01	N-propanol				1.2E+03	3.4E-01	3.5E-06							
			6.70E-02	Methyl Ethyl Ketone				5.0E+03	1.4E+00							5.3E-07	
			3.32E-01	Toluene				3.0E+02	8.6E-02	4.4E-05	4.4E-05					4.4E-05	
			1.09E-01	Acetone				3.2E+03	9.0E-01					1.4E-06			
			4.80E-02	Butyl Benzyl Phthalate				7.0E+02	2.0E-01						2.7E-06		
			9.20E-02	Isopropanol				7.0E+03	2.0E+00					5.2E-07		5.2E-07	
			9.20E-02	VM & P Naptha				3.2E+03	9.2E-01	1.1E-06	1.1E-06						
			2.30E-02	Ethyl Benzene				2.0E+03	5.7E-01					4.6E-07	4.6E-07	4.6E-07	
			4.60E-02	Xylene				7.0E+02	2.0E-01	2.6E-06	2.6E-06						
			4.60E-02	Isobutyl Acetate				1.7E+03	4.8E-01	1.1E-06	1.1E-06						
UPRR	0.00071	7.1E-07	1.00E+00	Diesel Particulates	3.0E-04	1.1E+00	5.1E-09	5.0E+00	1.4E-03	5.7E-05							
Total							3.8E-08			9.7E-03	3.6E-04	1.0E-05	0.0E+00	1.0E-03	1.0E-03	8.3E-05	3.6E-04

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year)	180
exposure duration (years)	4
inhalation rate (m3/day)	14.2
average body weight (kg)	61.2
averaging time$_{(cancer)}$ (days)	25550
averaging time$_{(noncancer)}$ (days)	1460

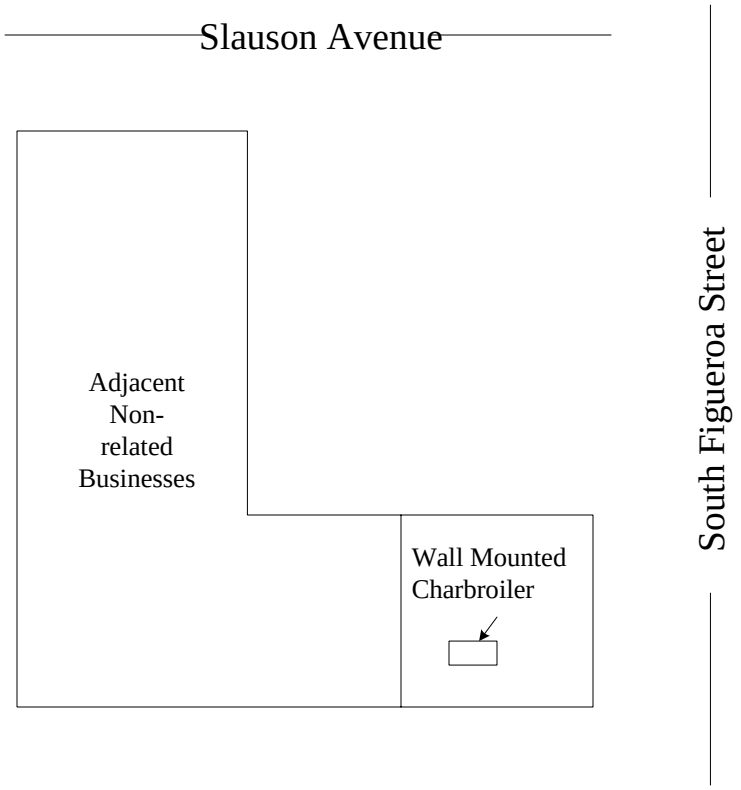
* Key to Toxicological Endpoints

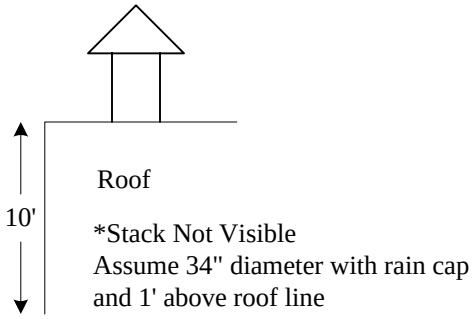
RESP	Respiratory System
CNS/PNS	Central/Peripheral Nervous System
CV/BL	Cardiovascular/Blood System
IMMUN	Immune System
KIDN	Kidney
GI/LV	Gastrointestinal System/Liver
REPRO	Reproductive System (e.g., teratogenic and developmental effects)
EYES	Eye irritation and/or other effects

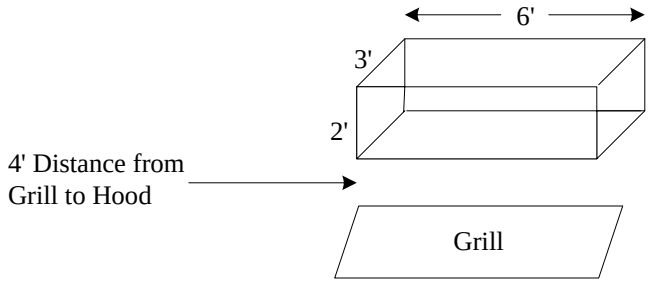
APPENDIX B

Graphical Representation of Emitting Sources

Tam's Burgers No. 14 (1)
5837 South Figueroa Street
Los Angeles, CA 90044
Hours: 7:00 am - 9:00 pm Mon-Sun
Chemical and Userate:
Acetaldehyde (Charbroiler)



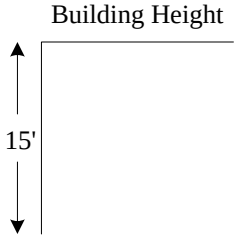




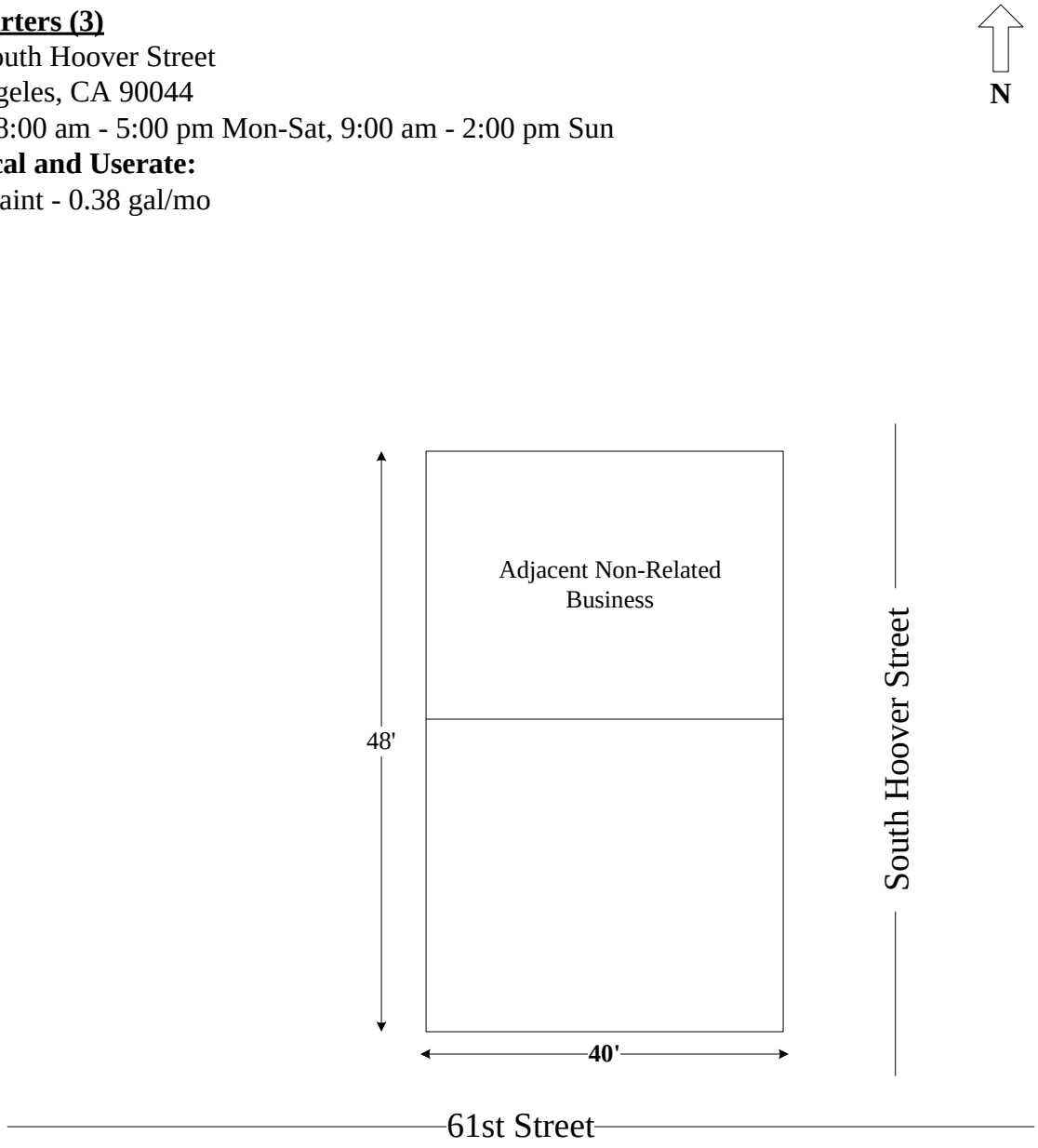
Flow Rate = 2400 acfm
Exit Velocity = 0.01 m/s
Temperature = 300 K

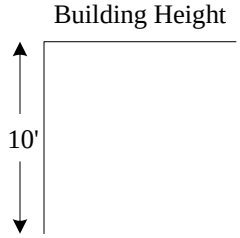
Charlie's Auto Center (2)
6080 South Hoover Street
Los Angeles, CA 90044
Hours: 8:00 am - 6:00 pm Mon-Fri, 8:00 am - 2:00 pm Sat
Chemical and Userate:
Carburetor Cleaner - 0.38 gal/mo
Spray Paint - 0.08 gal/mo

N

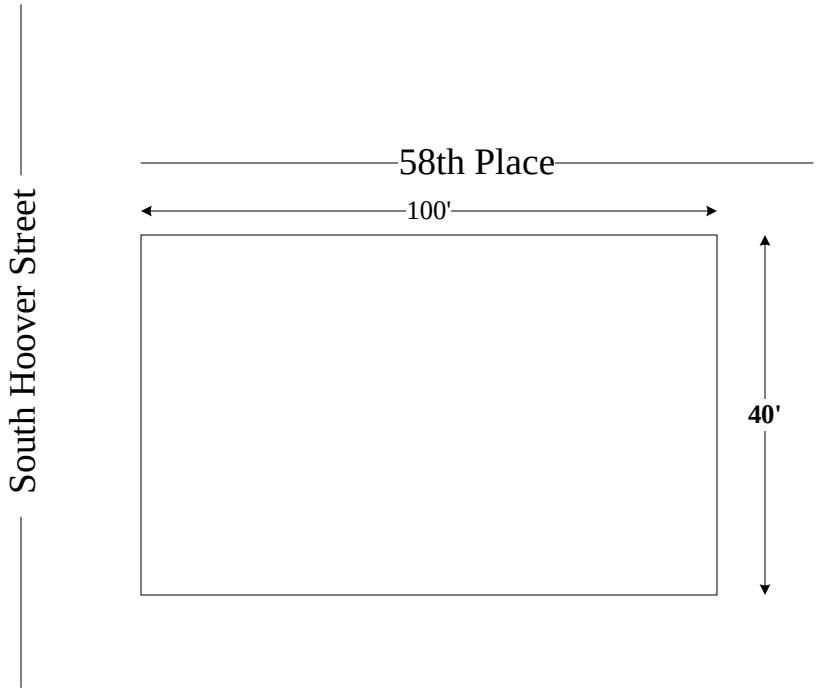


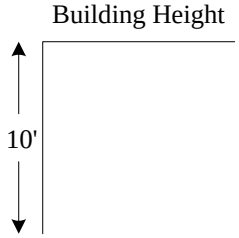
C-1 Starters (3)
6027 South Hoover Street
Los Angeles, CA 90044
Hours: 8:00 am - 5:00 pm Mon-Sat, 9:00 am - 2:00 pm Sun
Chemical and Userate:
Spray Paint - 0.38 gal/mo



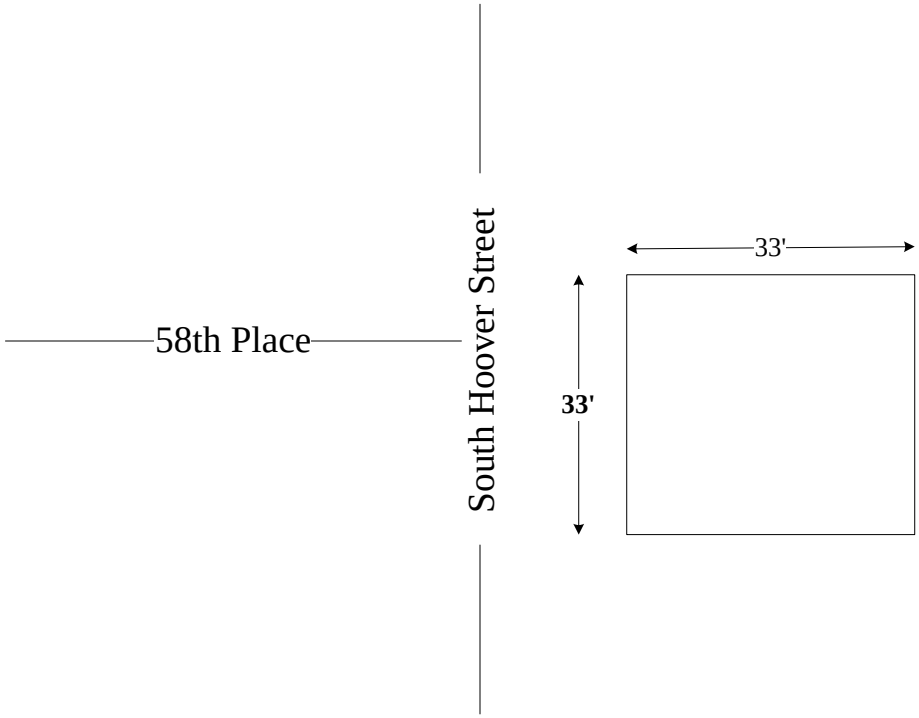


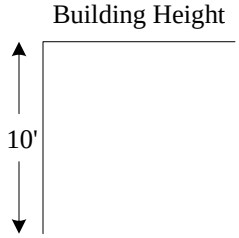
H & V Auto Repair & Auto Electric (5)
5862 South Hoover Street
Los Angeles, CA 90044
Hours: 8:30 am - 7:00 pm Mon-Sat
Chemical and Userate:
Carburetor Cleaner - 0.09 gal/mo
Spray Paint - 0.25 gal/mo
Brake Cleaner - 1.13 gal/mo



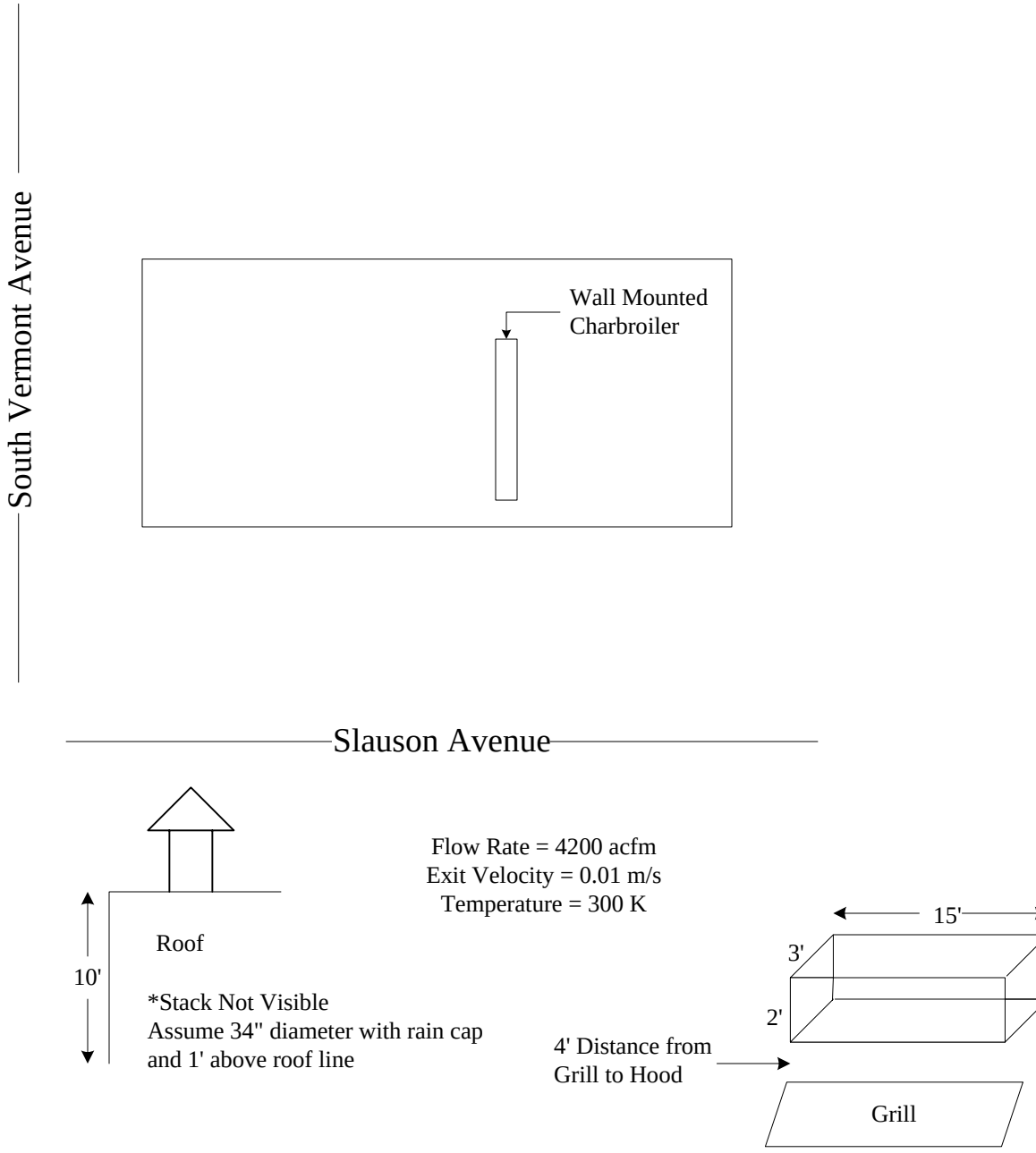


V & S Tires & Auto Repair (6)
5850 South Hoover Street
Los Angeles, CA 90022
Hours: 8:00 am - 8:00 pm Mon-Sun
Chemical and Userate:
Brake Cleaner - 0.31 gal/mo

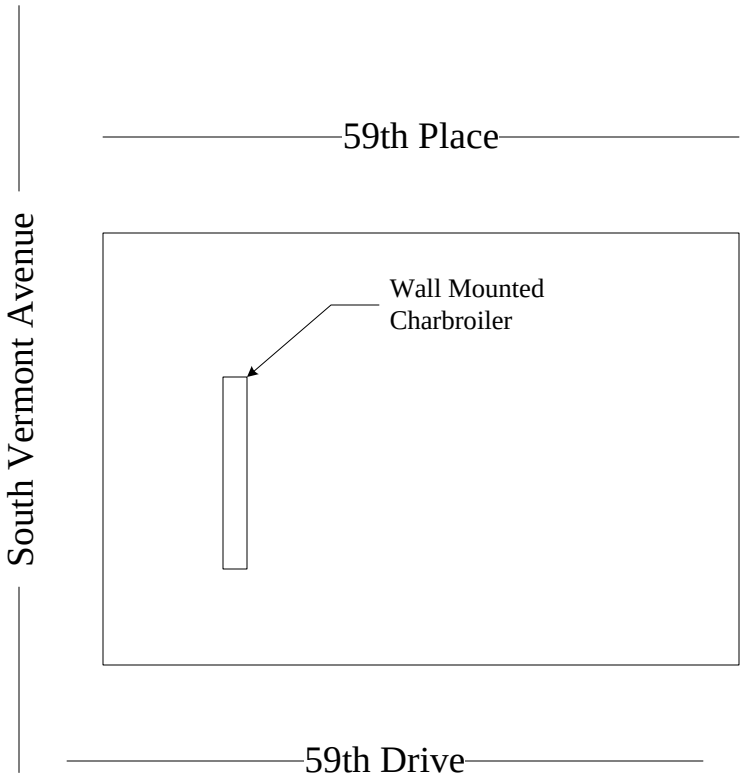


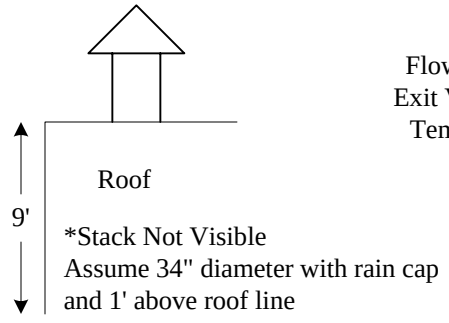


El Pollo Loco (7)
5800 South Vermont Avenue
Los Angeles, CA 90044
Hours: 9:00 am - 10:00 pm Mon-Sun
Drive Thru Hours: 9:00 am - 12:00 am Mon-Sun
Chemical and Userate:
Acetaldehyde (Charbroiler)

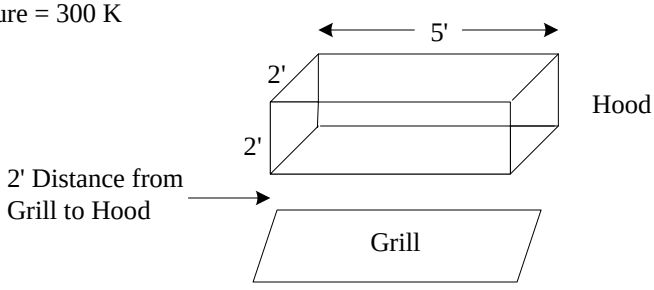


Fred's Burgers (8)
5950 South Vermont Avenue
Los Angeles, CA 90044
Hours: 7:00 am - 9:00 pm Mon - Sun
Chemical and Userate:
Acetaldehyde (Charbroiler)

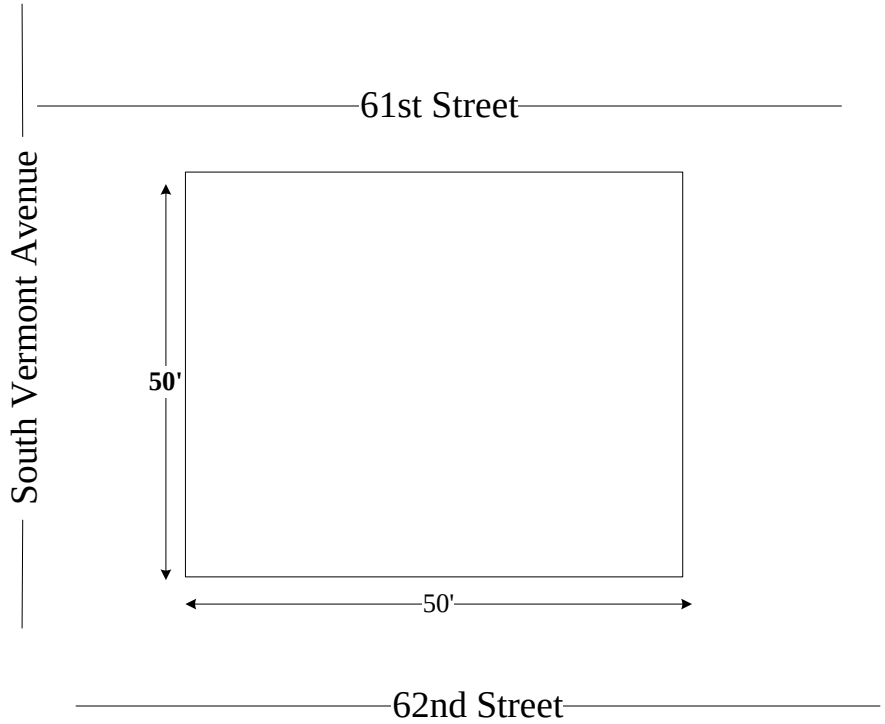


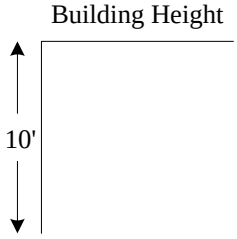


Flow Rate = 900 acfm
Exit Velocity = 0.01 m/s
Temperature = 300 K



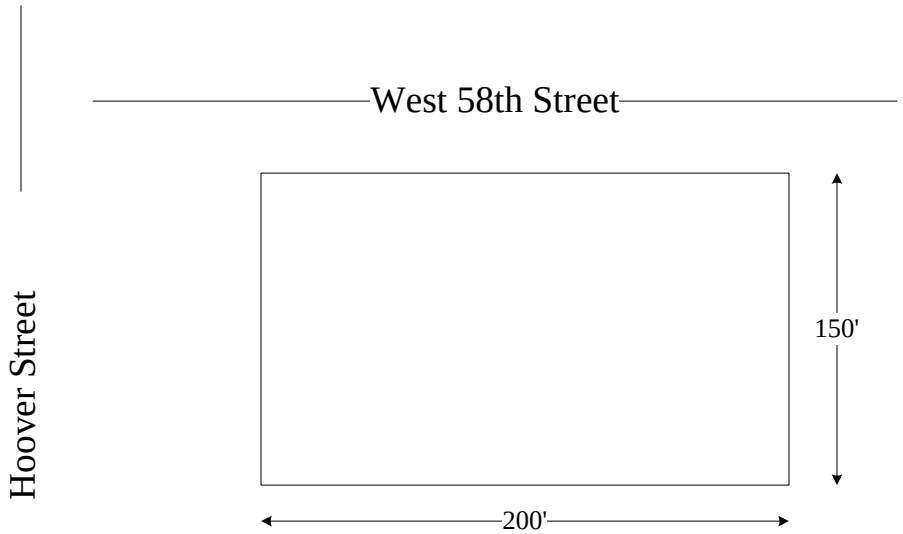
Young's Cleaners (9)
6104 South Vermont Avenue
Los Angeles, CA 90044
Hours: 7:00 am - 6:00 pm Mon-Sat
Chemical and Userate:
Perchloroethylene - 10 gal/month (permit maximum)

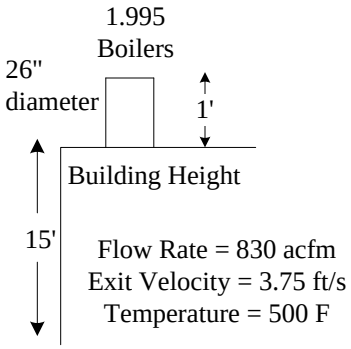


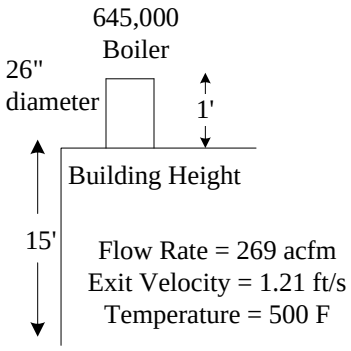


Garment Industry Laundry (10)
710 West 58th Street
Los Angeles, CA 90037
Hours: 24 hours/day, 7 days/week, 52 weeks/year
Chemical and Userate:
Natural Gas Boilers - 1.995 million BTU/hour (2 units)
645,000 BTU/hour (1 unit)

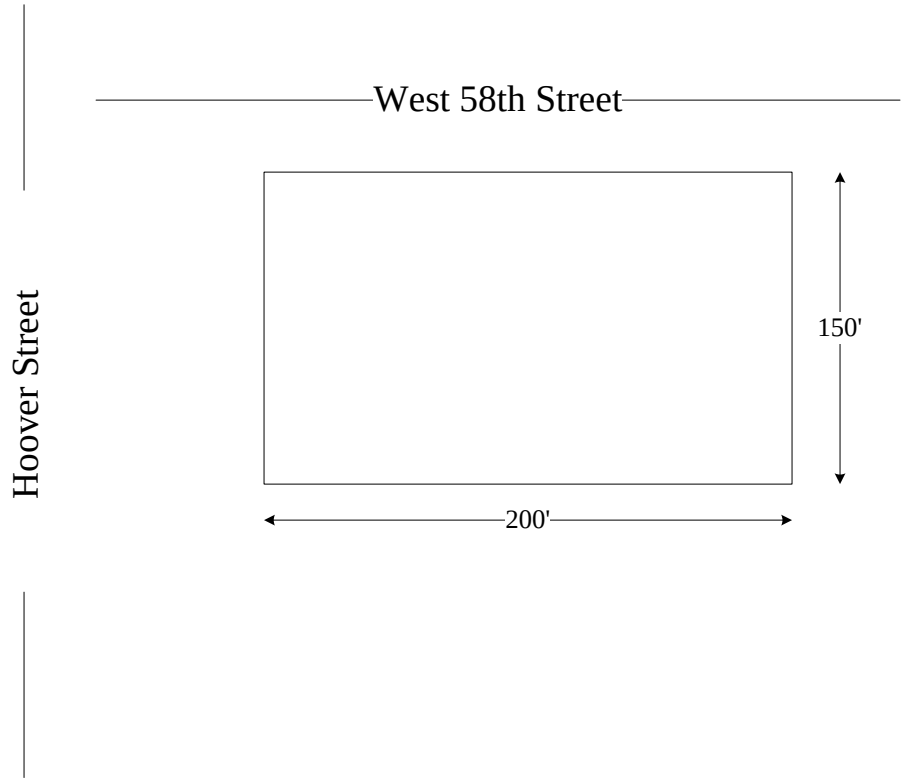
N

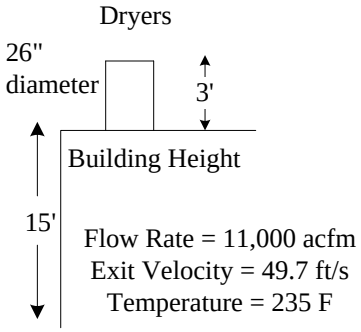




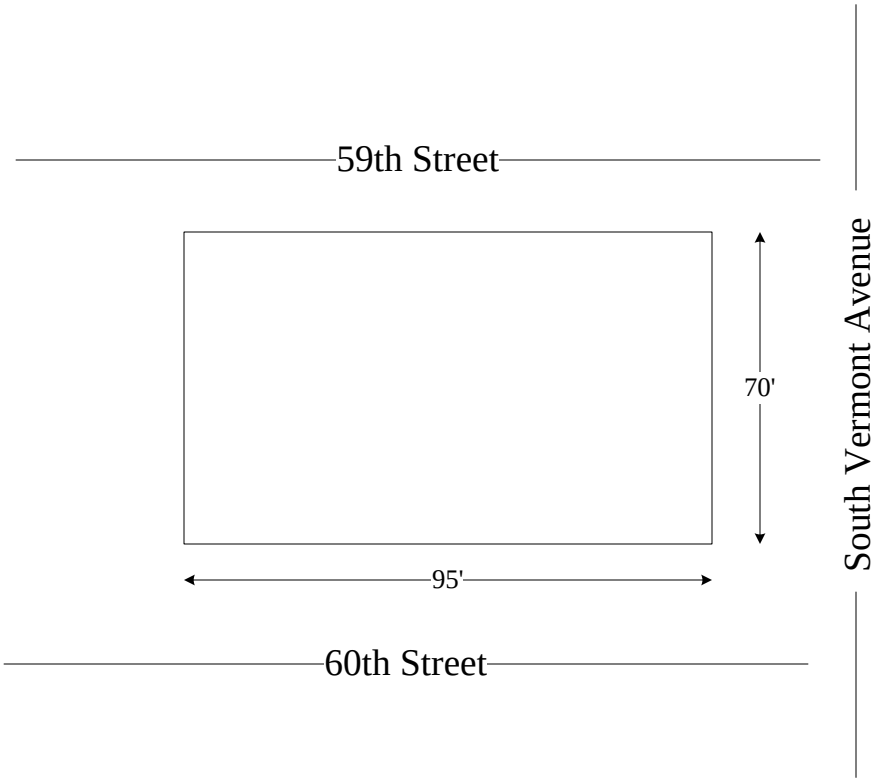


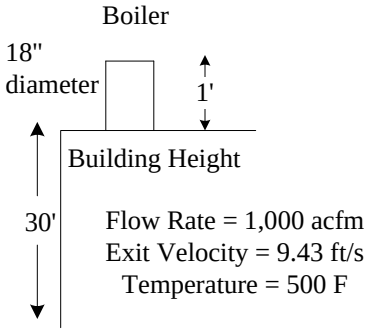
Garment Industry Laundry (10)
710 West 58th Street
Los Angeles, CA 90037
Hours: 24 hours/day, 7 days/week, 52 weeks/year
Chemical and Userate:
Dryers - 18.7 million BTU/hour (aggregate)





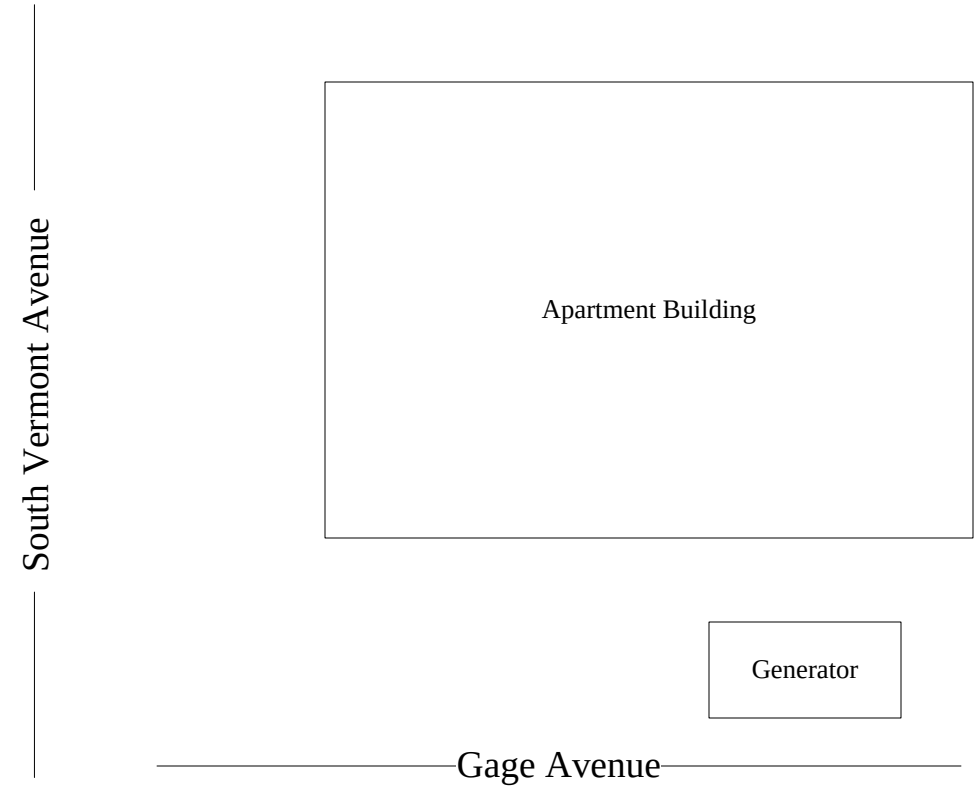
John Muir Middle School (11)
5929 South Vermont Avenue
Los Angeles, CA 90044
Hours: 8 hours/day, 5 days/week, 50 weeks/year
Chemical and Userate:
Natural Gas - 2.4 million BTU/hour

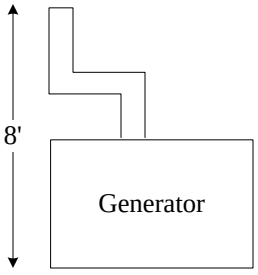




Plaza Vermont (12)
960 West 62nd Place
Los Angeles, CA 90044
Generator Hours: 50 Hours/year
Chemical and Userate:
Emergency Generator - 107 Hp

N





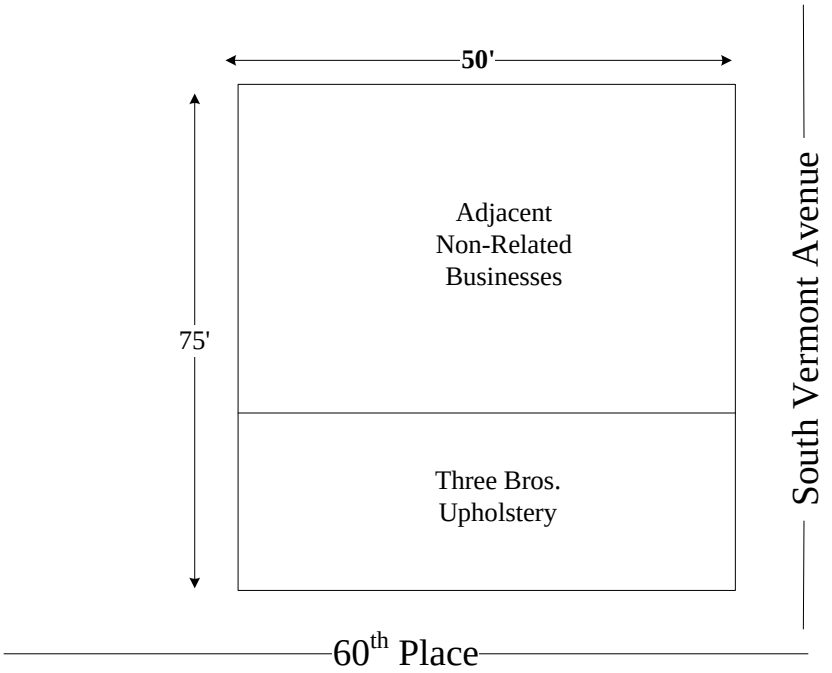
Flow Rate = 514 acfm
Exit Velocity = 98.2 ft/s
Temperature = 660 F

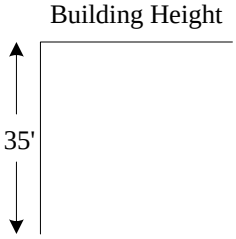
Generator is located outside and has a 4" diameter stack.

Personal were unable to provide exact horsepower. Used horsepower from similar site at New Gratts Primary Center and Early Childhood Center

Three Bros. Upholstery (13)
6029 South Vermont Avenue
Los Angeles, CA 90044
Hours: 7:00 am - 4:30 pm Mon-Fri,
9:00 am – 12:00 pm Sat
Chemical and Userate:
Spray Adhesive – 0.81 gal/mo

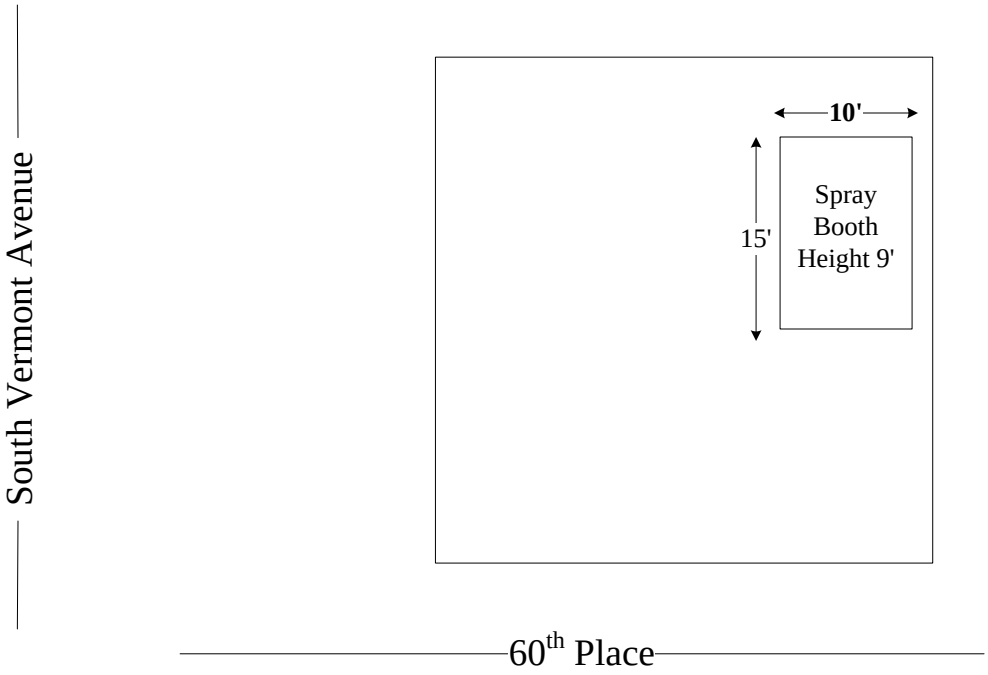
N

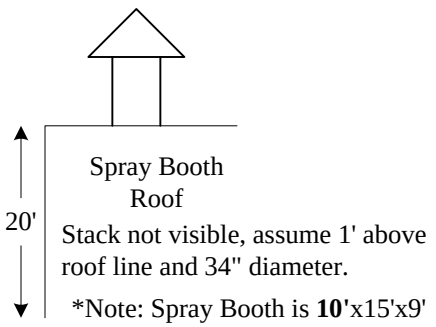




Ramirez Auto Body (14)
6132 South Vermont Avenue
Los Angeles, CA 90044
Hours: 8:00 am - 6:30 pm Mon-Fri,
9:00 am – 3:30 pm Sat & Sun

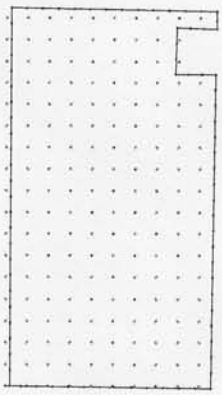
Chemical and Userate:
Primer – 5 gal/mo
Top Coat – 5 gal/mo
Thinner – 5 gal/mo





Flow Rate = 11,250 acfm
Exit Velocity = 0.01 m/s
Temperature = 68 F

GRAPHICAL REPRESENTATION OF RAILROAD



Scale: 1" = 177.6 Meters

SOUTH LOS ANGELES AREA HIGH SCHOOL # 3

APPENDIX C

Emission Rate Calculations

Stationary Sources

TAM'S BURGERS NO. 14 (1)
5837 SOUTH FIGUEROA STREET

Operation: Charbroiling

Temporal Profile:	Hrs	Days	Weeks
	14	7	52

Materials:

Acetaldehyde (surrogate for TOG)

Emission Factor:

Pounds TOG/Hour	0.229

Emissions: 0.229 **lbs/hour**

CHARLIE'S AUTO CENTER (2)
6080 SOUTH HOOVER STREET

Operation: Surface Coating/Solvent Evaporation

Temporal Profile:	**hrs**	**days**	**weeks**
Weekday	10	5	52
Weekend	6	1	52

Materials:

Carburetor Cleaner	0.38	**gal/mo**	6.84	**VOC lbs/gal**
Spray Paint	0.08	**gal/mo**	7.51	**VOC lbs/gal**

Emissions: Average Monthly

Carburetor Cleaner	2.57	**lbs/mo**
Spray Paint	0.59	**lbs/mo**
Total	3.15	**lbs/month**
	0.013	**lbs/hour**

Speciation:

		Compound Wt Fraction	**Compound Emissions**		**Adjusted Wt Fraction**
Carburetor Cleaner	Toluene	0.45	1.154		0.366
	Acetone	0.20	0.513		0.163
	n-Hexane	0.07	0.180		0.057
	Methyl Ethyl Ketone	0.02	0.051		0.016
	2-Butoxyethanol	0.02	0.051		0.016
	Isopropanol	0.02	0.051		0.016
	Xylene	0.02	0.051		0.016
	Other (NOS)	0.20	0.513		0.163
Spray Paint	Acetone	0.42	0.246		0.078
	Ethyl Acetate	0.05	0.029		0.009
	Ethanol	0.10	0.059		0.019
	Methyl Ethyl Ketone	0.05	0.029		0.009
	Xylene	0.10	0.059		0.019
	Other (NOS)	0.28	0.164		0.052
	Total		**3.152**	**lbs/mo**	**1.000**

C-1 STARTERS (3)
6027 SOUTH HOOVER STREET

Operation: Surface Coating/Solvent Evaporation

Temporal Profile:	**hrs**	**days**	**weeks**
Weekday	9	6	52
Weekend	5	1	52

Materials:

Spray Paint	0.38	**gal/mo**	7.51	**VOC lbs/gal**

Emissions: Average Monthly

Spray Paint	2.82	**lbs/mo**
	0.011	**lbs/hour**

Speciation:

		Compound Wt Fraction	**Compound Emissions**	
Spray Paint	Acetone	0.42	1.183	
	Ethyl Acetate	0.05	0.141	
	Ethanol	0.10	0.282	
	Methyl Ethyl Ketone	0.05	0.141	
	Xylene	0.10	0.282	
	Other (NOS)	0.28	0.789	
	Total		**2.816**	**lbs/mo**

H & V AUTO REPAIR & AUTO ELECTRIC (5)
5862 SOUTH HOOVER STREET

Operation: Surface Coating/Solvent Evaporation

Temporal Profile:	**hrs**	**days**	**weeks**
	10.5	6	52
	0	0	0

Materials:

Carburetor Cleaner	0.09	**gal/mo**	6.84	**VOC lbs/gal**
Spray Paint	0.25	**gal/mo**	7.51	**VOC lbs/gal**
Brake Cleaner	1.13	**gal/mo**	11.16	**VOC lbs/gal**

Emissions: Average Monthly

Carburetor Cleaner	0.64	**lbs/mo**
Spray Paint	1.88	**lbs/mo**
Brake Cleaner	12.56	**lbs/mo**
Total	15.07	**lbs/month**
	0.056	**lbs/hour**

Speciation:

		Compound Wt Fraction	**Compound Emissions**		**Adjusted Wt Fraction**
Carburetor Cleaner	Toluene	0.45	0.289		0.019
	Acetone	0.20	0.128		0.009
	n-Hexane	0.07	0.045		0.003
	Methyl Ethyl Ketone	0.02	0.013		0.001
	2-Butoxyethanol	0.02	0.013		0.001
	Isopropanol	0.02	0.013		0.001
	Xylene	0.02	0.013		0.001
	Other (NOS)	0.20	0.128		0.009
Spray Paint	Acetone	0.42	0.789		0.052
	Ethyl Acetate	0.05	0.094		0.006
	Ethanol	0.10	0.188		0.012
	Methyl Ethyl Ketone	0.05	0.094		0.006
	Xylene	0.10	0.188		0.012
	Other (NOS)	0.28	0.526		0.035
Brake Cleaner	Methyl Chloroform	0.99	12.429		0.825
	Other (NOS)	0.01	0.126		0.008
	Total		**15.07**	**lbs/mo**	**1.000**

V & S TIRES AND AUTO REPAIR (6)
5850 SOUTH HOOVER STREET

Operation: Solvent Evaporation

Temporal Profile:	**hrs**	**days**	**weeks**
	12	7	52

Materials:

Brake Cleaner	0.31	**gal/mo**	11.16	**VOC lbs/gal**

Emissions: Average Monthly

Brake Cleaner	3.49	**lbs/mo**
Total	3.49	**lbs/month**
	0.010	**lbs/hour**

Speciation:

		Compound Wt Fraction	**Compound Emissions**	
Brake Cleaner	Methyl Chloroform	0.99	3.453	
	Other (NOS)	0.01	0.035	
	Total		**3.488**	**lbs/mo**

EL POLLO LOCO (7)
5800 SOUTH VERMONT AVENUE

Operation: Charbroiling

Temporal Profile:	**Hrs**	**Days**	**Weeks**
	15	7	52

Materials:

Acetaldehyde (surrogate for TOG)

Emission Factor:

Pounds TOG/Hour	0.229

Emissions: 0.229 **lbs/hour**

FRED'S BURGERS (8)
5950 SOUTH VERMONT AVENUE

Operation: Charbroiling

Temporal Profile:	**Hrs**	**Days**	**Weeks**
	14	7	52

Materials:

Acetaldehyde (surrogate for TOG)

Emission Factor:

Pounds TOG/Hour	0.229

Emissions: 0.229 **lbs/hour**

YOUNG'S CLEANERS (9)
6104 SOUTH VERMONT AVENUE

Operation: Dry Cleaning
System: Closed

Temporal Profile:	**hrs**	**days**	**weeks**
	11	6	52
	0	0	0

Materials:

Perchloroethylene	10	**gal/mo**
Product Density	13.55	**lbs/gal**

Emission Factor:

Pound/Pound Used	0.7

Emissions: 0.334 **lbs/hour**

GARMENT INDUSTRY LAUNDRY (10)
710 WEST 58TH STREET

Operation: External Combustion Boiler / Natural Gas

Temporal Profile:	**hrs**	**days**	**weeks**
	24	7	52

Equipment Rating:

BTU/Hour	1.995E+06
Equipment Used (#)	2

Emission Factor:

Pounds TOG/10^6 Cubic Feet	5.3

Emissions: 0.0201 **lbs/hour**

Speciation:

		Compound Wt Fraction	**Compound Emissions**	
Composite:	Formaldehyde	0.08	0.0016	
	Benzene	0.04	0.0008	
	Toluene	0.02	0.0004	
	n-Hexane	0.01	0.0002	
	Other (NOS)	0.85	0.0171	
	Total		**0.0201**	**lbs/hour**

GARMENT INDUSTRY LAUNDRY (10)
710 WEST 58TH STREET

Operation: External Combustion Boiler / Natural Gas

Temporal Profile:	**hrs**	**days**	**weeks**
	24	7	52

Equipment Rating:

BTU/Hour	6.45E+05

Emission Factor:

Pounds TOG/10^6 Cubic Feet	5.3

Emissions: 0.0033 **lbs/hour**

Speciation:

		Compound Wt Fraction	**Compound Emissions**	
Composite:	Formaldehyde	0.08	0.0003	
	Benzene	0.04	0.0001	
	Toluene	0.02	0.0001	
	n-Hexane	0.01	0.0000	
	Other (NOS)	0.85	0.0028	
	Total		**0.0033**	**lbs/hour**

GARMENT INDUSTRY LAUNDRY (10)
710 WEST 58TH STREET

Operation: External Combustion / Natural Gas Dryers

Temporal Profile:

hrs	days	weeks
24	7	52

Equipment Rating:

Total Btu/hr 1.87E+07

Emission Factor:

Pounds TOG/10^{p} Cubic Feet 5.3

Emissions: 0.0944 **lbs/hour**

Speciation:

		Compound Wt Fraction	Compound Emissions	
Composite:	Formaldehyde	0.08	0.0076	
	Benzene	0.04	0.0038	
	Toluene	0.02	0.0019	
	n-Hexane	0.01	0.0009	
	Other (NOS)	0.85	0.0802	
	Total		**0.0944**	**lbs/hour**

JOHN MUIR MIDDLE SCHOOL (11)
5929 SOUTH VERMONT AVENUE

Operation: External Combustion Boiler / Natural Gas

Temporal Profile:

hrs	days	weeks
8	5	50

Equipment Rating:

BTU/Hour 2.40E+06

Emission Factor:

Pounds TOG/10^6 Cubic Feet 5.3

Emissions: 0.0121 **lbs/hour**

Speciation:

		Compound Wt Fraction	Compound Emissions	
Composite:	Formaldehyde	0.08	0.0010	
	Benzene	0.04	0.0005	
	Toluene	0.02	0.0002	
	n-Hexane	0.01	0.0001	
	Other (NOS)	0.85	0.0103	
	Total		**0.0121**	**lbs/hour**

PLAZA VERMONT (12)
960 WEST 62ND PLACE

Operation: Diesel Fuel Oil Combustion

Temporal Profile:	Hrs	Days	Weeks
	1	1	50

Equipment Specifications:

Equipment Used (#)	1.0
Operational Time (hrs)	50.0
Average Rated Horsepower	107.0
PM10 Emission Factor (g/bhp-hr)	1.0
Load Factor (% / 100)	1.0

Emissions: 0.0297 g/sec

Emission rate scalar (intermittent use): 0.1370

THREE BROS. UPHOLSTERY (13)
6029 SOUTH VERMONT AVENUE

Operation: Solvent Evaporation

Temporal Profile:	**hrs**	**days**	**weeks**
Weekday	9.5	5	52
Weekend	3	1	52

Materials:

Spray Adhesive	0.81	gal/mo	6.64	VOC lbs/gal

Emissions: Average Monthly

Spray Adhesive	5.38	lbs/mo
Total	5.38	Lbs/Month
	0.0248	Lbs/Hour

Speciation:

		Compound Wt Fraction	**Compound Emissions**
Composite:	Toluene	0.20	1.076
	Hexane	0.30	1.614
	VM & P Naphtha	0.15	0.807
	Acetone	0.20	1.076
	Other (NOS)	0.15	0.807
	Total		5.378

RAMIREZ AUTO BODY (14)
6132 SOUTH VERMONT AVENUE

Operation: Automotive Refinishing

Temporal Profile:	**hrs**	**days**	**weeks**
Weekday	10.5	5	52
Weekend	6.5	2	52

Materials:

Primer	5.00	**gal/mo**	2.10	**VOC lbs/gal**
Top Coat	5.00	**gal/mo**	5.70	**VOC lbs/gal**
Thinner / Reducer	5.00	**gal/mo**	6.59	**VOC lbs/gal**

Emissions: Average Monthly

Primer	10.50	**lbs/mo**
Top Coat	28.50	**lbs/mo**
Thinner / Reducer	32.95	**lbs/mo**
Total	71.95	**Lbs/Month**
	0.255	**Lbs/Hour**

Speciation:

		Compound Wt Fraction	**Compound Emissions**	**Adjusted Wt Fraction**
Primer	2-Butoxyethanol	0.29	3.045	0.042
	n-Propanol	0.71	7.455	0.104
Top Coat	MEK	0.17	4.845	0.067
	Toluene	0.55	15.675	0.218
	Acetone	0.16	4.560	0.063
	Butyl Benzyl Phthalate	0.12	3.420	0.048
Thinner / Reducer	Isopropanol	0.20	6.590	0.092
	VM&P Naptha	0.20	6.590	0.092
	Toluene	0.25	8.238	0.114
	Ethyl benzene	0.05	1.648	0.023
	Xylene	0.10	3.295	0.046
	Isobutyl Acetate	0.10	3.295	0.046
	Acetone	0.10	3.295	0.046
	Total		**71.950**	**1.000**

Off Road Mobile Sources

Off-Road Mobile Sources
Emission Rate Computation

1. Freight Train Rail Line Emission Rate (Sources RR1--RR34)

Emission Rate (gr/mile) = ((Locomotives Used x AveRate Rated Horsepower x PM10 Emission Factor))/(AveRate Link Speed)

Locomotives Used (#)	4.0
AveRate Rated Horsepower	1361
PM10 Emission Factor (gr/hp-hr)	0.31
AveRate Link Speed (mph)	10
PM10 Emission Rate (gr/mi)	168.8

2. Link Emission Rate for sources 100 ft apart (RR1-RR34)

Emission Rate (gr/sec) = ((PM10 Emission Rate x Volume/Baseline)/(1609.3 m/mile) x (3600 sec/hr)) x (Link Length)

Number of Sources	34
Link Length (meters)	1036
Volume/Baseline (VPH)[(1)]	0.075
PM10 Emission Rate (gr/mi)	168.8
Toxic Emission Rate (gr/sec)	0.002264
Toxic Emission Rate (gr/sec/source)	6.66E-05

1) Note: Assumes a maximum of 3 train per week, occuring during the 8 hour school day.

Railway Link / At Grade

Width of Traveled Way (m)	7.620
Average Wind Speed (m/s)	2.92
Source Separation Distance (m)	30.48

Initial Vertical Dispersion Parameter (Sigma Z)

$SZ = (1.8 + 0.11(TR)) \times (60/30)^{0.2}$

$TR = W2/U$

Where:

W2 = traveled way half width (m)

U = average wind speed (m/s)

SZ = 2.23

Initial Horizontal Dispersion Parameter (Sigma Y)

SY = (source separation distance)/2.15

SY = 14.18

APPENDIX D

ISCST3 Model Output File

CONC URBAN FLAT NOSTD NOCALM

*** MODEL SETUP OPTIONS SUMMARY ***

- -

**Intermediate Terrain Processing is Selected

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

  -- SCAVENGING/DEPOSITION LOGIC --
**Model Uses NO DRY DEPLETION. DDPLETE = F
**Model Uses NO WET DEPLETION. WDPLETE = F
**NO WET SCAVENGING Data Provided.
**NO GAS DRY DEPOSITION Data Provided.
**Model Does NOT Use GRIDDED TERRAIN Data for Depletion Calculations

**Model Uses URBAN Dispersion.

**Model Uses User-Specified Options:
          1. Final Plume Rise.
          2. Not Use Stack-tip Downwash.
          3. Buoyancy-induced Dispersion.
          4. Not Use Calms Processing Routine.
          5. Not Use Missing Data Processing Routine.
          6. User-Specified Wind Profile Exponents.
          7. Default Vertical Potential Temperature Gradients.

**Model Assumes Receptors on FLAT Terrain.

**Model Assumes No FLAGPOLE Receptor Heights.

**Model Calculates PERIOD Averages Only

**This Run Includes: 49 Source(s);   14 Source Group(s); and   260 Receptor(s)

**The Model Assumes A Pollutant Type of: OTHER

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

**Output Options Selected:
        Model Outputs Tables of PERIOD Averages by Receptor

**Misc. Inputs: Anem. Hgt. (m) =   10.00 ;   Decay Coef. =   0.000   ;   Rot. Angle =   0.0
                 Emission Units = GRAMS/SEC   ; Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =   1.3 MB of RAM.

**Input Runstream File: SLA_MOD_DRAFT_81_OTHER.DTA
**Output Print File: SLA_MOD_DRAFT_81_OTHER.LST

CONC URBAN FLAT NOSTD NOCALM

*** POINT SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	STACK HEIGHT (METERS)	STACK TEMP. (DEG.K)	STACK EXIT VEL. (M/SEC)	STACK DIAMETER (METERS)	BUILDING EXISTS	EMISSION RATE SCALAR VARY BY
1	0	0.28854E-01	381586.0	3761457.0	0.0	3.05	300.00	0.01	12.01	NO	HROFDY
7	0	0.28854E-01	380806.0	3761536.0	0.0	3.05	300.00	0.01	15.89	NO	HROFDY
8	0	0.28854E-01	380801.0	3761197.0	0.0	2.74	300.00	0.01	7.35	NO	HROFDY
10A	0	0.25326E-02	381280.0	3761536.0	0.0	4.57	533.15	1.14	0.66	NO	HROFDY
10B	0	0.41579E-03	381280.0	3761536.0	0.0	4.57	533.15	0.37	0.66	NO	HROFDY
10C	0	0.11894E-01	381280.0	3761536.0	0.0	4.57	385.93	15.15	0.66	NO	HROFDY
11	0	0.15246E-02	380450.0	3761169.0	0.0	9.14	533.15	2.88	0.46	NO	HROFDY
12	0	0.29700E-01	380827.0	3760735.0	0.0	2.13	622.04	29.92	0.10	NO	HROFDY
14	0	0.32130E-01	380828.0	3760912.0	0.0	6.10	293.18	0.01	26.00	NO	HROFDY

CONC URBAN FLAT NOSTD NOCALM

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
2	0	0.16380E-02	381212.0	3760968.0	0.0	4.57	3.54	2.13	HROFDY
3	0	0.13860E-02	381176.0	3761012.0	0.0	3.05	2.83	1.42	HROFDY
5	0	0.70559E-02	381213.0	3761364.0	0.0	3.05	2.83	1.42	HROFDY
6	0	0.12600E-02	381214.0	3761397.0	0.0	3.05	2.34	1.42	HROFDY
9	0	0.42083E-01	380803.0	3760866.0	0.0	3.05	3.54	1.42	HROFDY
13	0	0.31247E-02	380768.0	3761063.0	0.0	10.67	3.54	4.96	HROFDY
RR1	0	0.66600E-04	380507.0	3761726.0	0.0	0.00	14.18	2.23	HROFDY
RR2	0	0.66600E-04	380537.0	3761726.0	0.0	0.00	14.18	2.23	HROFDY
RR3	0	0.66600E-04	380568.0	3761726.0	0.0	0.00	14.18	2.23	HROFDY
RR4	0	0.66600E-04	380599.0	3761725.0	0.0	0.00	14.18	2.23	HROFDY
RR5	0	0.66600E-04	380629.0	3761725.0	0.0	0.00	14.18	2.23	HROFDY
RR6	0	0.66600E-04	380660.0	3761724.0	0.0	0.00	14.18	2.23	HROFDY
RR7	0	0.66600E-04	380690.0	3761724.0	0.0	0.00	14.18	2.23	HROFDY
RR8	0	0.66600E-04	380721.0	3761724.0	0.0	0.00	14.18	2.23	HROFDY
RR9	0	0.66600E-04	380751.0	3761723.0	0.0	0.00	14.18	2.23	HROFDY
RR10	0	0.66600E-04	380782.0	3761723.0	0.0	0.00	14.18	2.23	HROFDY
RR11	0	0.66600E-04	380812.0	3761723.0	0.0	0.00	14.18	2.23	HROFDY
RR12	0	0.66600E-04	380843.0	3761722.0	0.0	0.00	14.18	2.23	HROFDY
RR13	0	0.66600E-04	380873.0	3761722.0	0.0	0.00	14.18	2.23	HROFDY
RR14	0	0.66600E-04	380904.0	3761721.0	0.0	0.00	14.18	2.23	HROFDY
RR15	0	0.66600E-04	380934.0	3761721.0	0.0	0.00	14.18	2.23	HROFDY
RR16	0	0.66600E-04	380965.0	3761721.0	0.0	0.00	14.18	2.23	HROFDY
RR17	0	0.66600E-04	380995.0	3761720.0	0.0	0.00	14.18	2.23	HROFDY
RR18	0	0.66600E-04	381026.0	3761720.0	0.0	0.00	14.18	2.23	HROFDY
RR19	0	0.66600E-04	381057.0	3761719.0	0.0	0.00	14.18	2.23	HROFDY
RR20	0	0.66600E-04	381087.0	3761719.0	0.0	0.00	14.18	2.23	HROFDY
RR21	0	0.66600E-04	381118.0	3761719.0	0.0	0.00	14.18	2.23	HROFDY
RR22	0	0.66600E-04	381148.0	3761718.0	0.0	0.00	14.18	2.23	HROFDY
RR23	0	0.66600E-04	381179.0	3761718.0	0.0	0.00	14.18	2.23	HROFDY
RR24	0	0.66600E-04	381209.0	3761718.0	0.0	0.00	14.18	2.23	HROFDY
RR25	0	0.66600E-04	381240.0	3761717.0	0.0	0.00	14.18	2.23	HROFDY
RR26	0	0.66600E-04	381270.0	3761717.0	0.0	0.00	14.18	2.23	HROFDY
RR27	0	0.66600E-04	381301.0	3761716.0	0.0	0.00	14.18	2.23	HROFDY
RR28	0	0.66600E-04	381331.0	3761716.0	0.0	0.00	14.18	2.23	HROFDY
RR29	0	0.66600E-04	381362.0	3761716.0	0.0	0.00	14.18	2.23	HROFDY
RR30	0	0.66600E-04	381392.0	3761715.0	0.0	0.00	14.18	2.23	HROFDY
RR31	0	0.66600E-04	381423.0	3761715.0	0.0	0.00	14.18	2.23	HROFDY
RR32	0	0.66600E-04	381454.0	3761715.0	0.0	0.00	14.18	2.23	HROFDY
RR33	0	0.66600E-04	381484.0	3761714.0	0.0	0.00	14.18	2.23	HROFDY
RR34	0	0.66600E-04	381515.0	3761714.0	0.0	0.00	14.18	2.23	HROFDY

CONC URBAN FLAT NOSTD NOCALM

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID	SOURCE IDs
1	1 ,
2	2 ,
3	3 ,
5	5 ,
6	6 ,
7	7 ,
8	8 ,
9	9 ,
10	10A , 10B , 10C ,
11	11 ,
12	12 ,
13	13 ,
14	14 ,
RR	RR1 , RR2 , RR3 , RR4 , RR5 , RR6 , RR7 , RR8 , RR9 , RR10 , RR11 , RR12 , RR13 , RR14 , RR15 , RR16 , RR17 , RR18 , RR19 , RR20 , RR21 , RR22 , RR23 , RR24 , RR25 , RR26 , RR27 , RR28 , RR29 , RR30 , RR31 , RR32 , RR33 , RR34 ,

CONC URBAN FLAT NOSTD NOCALM

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = 1 ; SOURCE TYPE = POINT :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = 2 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = 3 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = 5 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = 6 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

CONC URBAN FLAT NOSTD NOCALM

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = 7 ; SOURCE TYPE = POINT :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.00000E+00	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = 8 ; SOURCE TYPE = POINT :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = 9 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = 10A ; SOURCE TYPE = POINT :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = 10B ; SOURCE TYPE = POINT :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

CONC URBAN FLAT NOSTD NOCALM

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = 10C ; SOURCE TYPE = POINT :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = 11 ; SOURCE TYPE = POINT :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = 12 ; SOURCE TYPE = POINT :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.13700E+00	10	.00000E+00	11	.00000E+00	12	.00000E+00
13	.00000E+00	14	.00000E+00	15	.00000E+00	16	.00000E+00	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = 13 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = 14 ; SOURCE TYPE = POINT :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

CONC URBAN FLAT NOSTD NOCALM

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = RR1 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR2 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR3 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR4 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR5 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

CONC URBAN FLAT NOSTD NOCALM

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = RR6 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR7 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR8 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR9 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR10 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

CONC URBAN FLAT NOSTD NOCALM

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = RR11 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR12 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR13 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR14 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR15 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

CONC URBAN FLAT NOSTD NOCALM

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = RR16 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR17 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR18 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR19 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR20 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

CONC URBAN FLAT NOSTD NOCALM

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = RR21 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR22 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR23 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR24 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR25 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

CONC URBAN FLAT NOSTD NOCALM

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = RR26 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR27 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR28 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR29 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR30 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

CONC URBAN FLAT NOSTD NOCALM

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = RR31 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR32 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR33 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

SOURCE ID = RR34 ; SOURCE TYPE = VOLUME :

1	.00000E+00	2	.00000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.00000E+00	8	.00000E+00	9	.10000E+01	10	.10000E+01	11	.10000E+01	12	.10000E+01
13	.10000E+01	14	.10000E+01	15	.10000E+01	16	.10000E+01	17	.00000E+00	18	.00000E+00
19	.00000E+00	20	.00000E+00	21	.00000E+00	22	.00000E+00	23	.00000E+00	24	.00000E+00

CONC URBAN FLAT NOSTD NOCALM

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

(380997.0,	3761106.0,	0.0,	0.0);	(381017.0,	3761106.0,	0.0,	0.0);
(381037.0,	3761106.0,	0.0,	0.0);	(381057.0,	3761106.0,	0.0,	0.0);
(381077.0,	3761106.0,	0.0,	0.0);	(381097.0,	3761106.0,	0.0,	0.0);
(381117.0,	3761106.0,	0.0,	0.0);	(381137.0,	3761106.0,	0.0,	0.0);
(381157.0,	3761106.0,	0.0,	0.0);	(381177.0,	3761106.0,	0.0,	0.0);
(380997.0,	3761126.0,	0.0,	0.0);	(381017.0,	3761126.0,	0.0,	0.0);
(381037.0,	3761126.0,	0.0,	0.0);	(381057.0,	3761126.0,	0.0,	0.0);
(381077.0,	3761126.0,	0.0,	0.0);	(381097.0,	3761126.0,	0.0,	0.0);
(381117.0,	3761126.0,	0.0,	0.0);	(381137.0,	3761126.0,	0.0,	0.0);
(381157.0,	3761126.0,	0.0,	0.0);	(381177.0,	3761126.0,	0.0,	0.0);
(380997.0,	3761146.0,	0.0,	0.0);	(381017.0,	3761146.0,	0.0,	0.0);
(381037.0,	3761146.0,	0.0,	0.0);	(381057.0,	3761146.0,	0.0,	0.0);
(381077.0,	3761146.0,	0.0,	0.0);	(381097.0,	3761146.0,	0.0,	0.0);
(381117.0,	3761146.0,	0.0,	0.0);	(381137.0,	3761146.0,	0.0,	0.0);
(381157.0,	3761146.0,	0.0,	0.0);	(381177.0,	3761146.0,	0.0,	0.0);
(380997.0,	3761166.0,	0.0,	0.0);	(381017.0,	3761166.0,	0.0,	0.0);
(381037.0,	3761166.0,	0.0,	0.0);	(381057.0,	3761166.0,	0.0,	0.0);
(381077.0,	3761166.0,	0.0,	0.0);	(381097.0,	3761166.0,	0.0,	0.0);
(381117.0,	3761166.0,	0.0,	0.0);	(381137.0,	3761166.0,	0.0,	0.0);
(381157.0,	3761166.0,	0.0,	0.0);	(381177.0,	3761166.0,	0.0,	0.0);
(380997.0,	3761186.0,	0.0,	0.0);	(381017.0,	3761186.0,	0.0,	0.0);
(381037.0,	3761186.0,	0.0,	0.0);	(381057.0,	3761186.0,	0.0,	0.0);
(381077.0,	3761186.0,	0.0,	0.0);	(381097.0,	3761186.0,	0.0,	0.0);
(381117.0,	3761186.0,	0.0,	0.0);	(381137.0,	3761186.0,	0.0,	0.0);
(381157.0,	3761186.0,	0.0,	0.0);	(381177.0,	3761186.0,	0.0,	0.0);
(380997.0,	3761206.0,	0.0,	0.0);	(381017.0,	3761206.0,	0.0,	0.0);
(381037.0,	3761206.0,	0.0,	0.0);	(381057.0,	3761206.0,	0.0,	0.0);
(381077.0,	3761206.0,	0.0,	0.0);	(381097.0,	3761206.0,	0.0,	0.0);
(381117.0,	3761206.0,	0.0,	0.0);	(381137.0,	3761206.0,	0.0,	0.0);
(381157.0,	3761206.0,	0.0,	0.0);	(381177.0,	3761206.0,	0.0,	0.0);
(380997.0,	3761226.0,	0.0,	0.0);	(381017.0,	3761226.0,	0.0,	0.0);
(381037.0,	3761226.0,	0.0,	0.0);	(381057.0,	3761226.0,	0.0,	0.0);
(381077.0,	3761226.0,	0.0,	0.0);	(381097.0,	3761226.0,	0.0,	0.0);
(381117.0,	3761226.0,	0.0,	0.0);	(381137.0,	3761226.0,	0.0,	0.0);
(381157.0,	3761226.0,	0.0,	0.0);	(381177.0,	3761226.0,	0.0,	0.0);
(380997.0,	3761246.0,	0.0,	0.0);	(381017.0,	3761246.0,	0.0,	0.0);
(381037.0,	3761246.0,	0.0,	0.0);	(381057.0,	3761246.0,	0.0,	0.0);
(381077.0,	3761246.0,	0.0,	0.0);	(381097.0,	3761246.0,	0.0,	0.0);
(381117.0,	3761246.0,	0.0,	0.0);	(381137.0,	3761246.0,	0.0,	0.0);
(381157.0,	3761246.0,	0.0,	0.0);	(381177.0,	3761246.0,	0.0,	0.0);
(380997.0,	3761266.0,	0.0,	0.0);	(381017.0,	3761266.0,	0.0,	0.0);
(381037.0,	3761266.0,	0.0,	0.0);	(381057.0,	3761266.0,	0.0,	0.0);
(381077.0,	3761266.0,	0.0,	0.0);	(381097.0,	3761266.0,	0.0,	0.0);
(381117.0,	3761266.0,	0.0,	0.0);	(381137.0,	3761266.0,	0.0,	0.0);
(381157.0,	3761266.0,	0.0,	0.0);	(381177.0,	3761266.0,	0.0,	0.0);

CONC URBAN FLAT NOSTD NOCALM

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

(	380997.0,	3761286.0,	0.0, 0.0);	(	381017.0,	3761286.0,	0.0, 0.0);
(	381037.0,	3761286.0,	0.0, 0.0);	(	381057.0,	3761286.0,	0.0, 0.0);
(	381077.0,	3761286.0,	0.0, 0.0);	(	381097.0,	3761286.0,	0.0, 0.0);
(	381117.0,	3761286.0,	0.0, 0.0);	(	381137.0,	3761286.0,	0.0, 0.0);
(	381157.0,	3761286.0,	0.0, 0.0);	(	381177.0,	3761286.0,	0.0, 0.0);
(	380997.0,	3761306.0,	0.0, 0.0);	(	381017.0,	3761306.0,	0.0, 0.0);
(	381037.0,	3761306.0,	0.0, 0.0);	(	381057.0,	3761306.0,	0.0, 0.0);
(	381077.0,	3761306.0,	0.0, 0.0);	(	381097.0,	3761306.0,	0.0, 0.0);
(	381117.0,	3761306.0,	0.0, 0.0);	(	381137.0,	3761306.0,	0.0, 0.0);
(	381157.0,	3761306.0,	0.0, 0.0);	(	381177.0,	3761306.0,	0.0, 0.0);
(	380997.0,	3761326.0,	0.0, 0.0);	(	381017.0,	3761326.0,	0.0, 0.0);
(	381037.0,	3761326.0,	0.0, 0.0);	(	381057.0,	3761326.0,	0.0, 0.0);
(	381077.0,	3761326.0,	0.0, 0.0);	(	381097.0,	3761326.0,	0.0, 0.0);
(	381117.0,	3761326.0,	0.0, 0.0);	(	381137.0,	3761326.0,	0.0, 0.0);
(	381157.0,	3761326.0,	0.0, 0.0);	(	381177.0,	3761326.0,	0.0, 0.0);
(	380997.0,	3761346.0,	0.0, 0.0);	(	381017.0,	3761346.0,	0.0, 0.0);
(	381037.0,	3761346.0,	0.0, 0.0);	(	381057.0,	3761346.0,	0.0, 0.0);
(	381077.0,	3761346.0,	0.0, 0.0);	(	381097.0,	3761346.0,	0.0, 0.0);
(	381117.0,	3761346.0,	0.0, 0.0);	(	381137.0,	3761346.0,	0.0, 0.0);
(	381157.0,	3761346.0,	0.0, 0.0);	(	381177.0,	3761346.0,	0.0, 0.0);
(	380997.0,	3761366.0,	0.0, 0.0);	(	381017.0,	3761366.0,	0.0, 0.0);
(	381037.0,	3761366.0,	0.0, 0.0);	(	381057.0,	3761366.0,	0.0, 0.0);
(	381077.0,	3761366.0,	0.0, 0.0);	(	381097.0,	3761366.0,	0.0, 0.0);
(	381117.0,	3761366.0,	0.0, 0.0);	(	381137.0,	3761366.0,	0.0, 0.0);
(	381157.0,	3761366.0,	0.0, 0.0);	(	381177.0,	3761366.0,	0.0, 0.0);
(	380997.0,	3761386.0,	0.0, 0.0);	(	381017.0,	3761386.0,	0.0, 0.0);
(	381037.0,	3761386.0,	0.0, 0.0);	(	381057.0,	3761386.0,	0.0, 0.0);
(	381077.0,	3761386.0,	0.0, 0.0);	(	381097.0,	3761386.0,	0.0, 0.0);
(	381117.0,	3761386.0,	0.0, 0.0);	(	381137.0,	3761386.0,	0.0, 0.0);
(	381157.0,	3761386.0,	0.0, 0.0);	(	381177.0,	3761386.0,	0.0, 0.0);
(	380997.0,	3761406.0,	0.0, 0.0);	(	381017.0,	3761406.0,	0.0, 0.0);
(	381037.0,	3761406.0,	0.0, 0.0);	(	381057.0,	3761406.0,	0.0, 0.0);
(	381077.0,	3761406.0,	0.0, 0.0);	(	381097.0,	3761406.0,	0.0, 0.0);
(	381117.0,	3761406.0,	0.0, 0.0);	(	381137.0,	3761406.0,	0.0, 0.0);
(	381157.0,	3761406.0,	0.0, 0.0);	(	380997.0,	3761426.0,	0.0, 0.0);
(	381017.0,	3761426.0,	0.0, 0.0);	(	381037.0,	3761426.0,	0.0, 0.0);
(	381057.0,	3761426.0,	0.0, 0.0);	(	381077.0,	3761426.0,	0.0, 0.0);
(	381097.0,	3761426.0,	0.0, 0.0);	(	381117.0,	3761426.0,	0.0, 0.0);
(	381137.0,	3761426.0,	0.0, 0.0);	(	381157.0,	3761426.0,	0.0, 0.0);
(	380997.0,	3761446.0,	0.0, 0.0);	(	381017.0,	3761446.0,	0.0, 0.0);
(	381037.0,	3761446.0,	0.0, 0.0);	(	381057.0,	3761446.0,	0.0, 0.0);
(	381077.0,	3761446.0,	0.0, 0.0);	(	381097.0,	3761446.0,	0.0, 0.0);
(	381117.0,	3761446.0,	0.0, 0.0);	(	381137.0,	3761446.0,	0.0, 0.0);
(	381157.0,	3761446.0,	0.0, 0.0);	(	381177.0,	3761446.0,	0.0, 0.0);
(	380997.0,	3761106.0,	0.0, 0.0);	(	381011.7,	3761105.8,	0.0, 0.0);

CONC URBAN FLAT NOSTD NOCALM

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

(381026.4,	3761105.8,	0.0,	0.0);	(381041.1,	3761105.5,	0.0,	0.0);
(381055.8,	3761105.5,	0.0,	0.0);	(381070.5,	3761105.2,	0.0,	0.0);
(381085.2,	3761105.0,	0.0,	0.0);	(381099.8,	3761105.0,	0.0,	0.0);
(381114.5,	3761104.8,	0.0,	0.0);	(381129.2,	3761104.5,	0.0,	0.0);
(381143.9,	3761104.5,	0.0,	0.0);	(381158.6,	3761104.2,	0.0,	0.0);
(381173.3,	3761104.2,	0.0,	0.0);	(381188.0,	3761104.0,	0.0,	0.0);
(381188.2,	3761118.5,	0.0,	0.0);	(381188.3,	3761133.0,	0.0,	0.0);
(381188.5,	3761147.5,	0.0,	0.0);	(381188.6,	3761162.0,	0.0,	0.0);
(381188.8,	3761176.5,	0.0,	0.0);	(381188.9,	3761191.0,	0.0,	0.0);
(381189.0,	3761205.5,	0.0,	0.0);	(381189.2,	3761220.0,	0.0,	0.0);
(381189.3,	3761234.5,	0.0,	0.0);	(381189.5,	3761249.0,	0.0,	0.0);
(381189.7,	3761263.5,	0.0,	0.0);	(381189.8,	3761278.0,	0.0,	0.0);
(381190.0,	3761292.5,	0.0,	0.0);	(381190.1,	3761307.0,	0.0,	0.0);
(381190.2,	3761321.5,	0.0,	0.0);	(381190.4,	3761336.0,	0.0,	0.0);
(381190.5,	3761350.5,	0.0,	0.0);	(381190.7,	3761365.0,	0.0,	0.0);
(381190.8,	3761379.5,	0.0,	0.0);	(381191.0,	3761394.0,	0.0,	0.0);
(381178.7,	3761394.0,	0.0,	0.0);	(381166.3,	3761394.0,	0.0,	0.0);
(381154.0,	3761394.0,	0.0,	0.0);	(381154.3,	3761408.2,	0.0,	0.0);
(381154.7,	3761422.8,	0.0,	0.0);	(381155.0,	3761437.0,	0.0,	0.0);
(381167.3,	3761436.8,	0.0,	0.0);	(381179.7,	3761436.2,	0.0,	0.0);
(381192.0,	3761436.0,	0.0,	0.0);	(381192.0,	3761444.0,	0.0,	0.0);
(381192.0,	3761452.0,	0.0,	0.0);	(381177.3,	3761452.2,	0.0,	0.0);
(381162.6,	3761452.5,	0.0,	0.0);	(381147.9,	3761452.8,	0.0,	0.0);
(381133.2,	3761453.0,	0.0,	0.0);	(381118.5,	3761453.2,	0.0,	0.0);
(381103.8,	3761453.5,	0.0,	0.0);	(381089.2,	3761453.5,	0.0,	0.0);
(381074.5,	3761453.8,	0.0,	0.0);	(381059.8,	3761454.0,	0.0,	0.0);
(381045.1,	3761454.2,	0.0,	0.0);	(381030.4,	3761454.5,	0.0,	0.0);
(381015.7,	3761454.8,	0.0,	0.0);	(381001.0,	3761455.0,	0.0,	0.0);
(381001.0,	3761440.5,	0.0,	0.0);	(381001.0,	3761426.0,	0.0,	0.0);
(381001.0,	3761411.5,	0.0,	0.0);	(381001.0,	3761396.8,	0.0,	0.0);
(381001.0,	3761382.2,	0.0,	0.0);	(381001.0,	3761367.8,	0.0,	0.0);
(381001.0,	3761353.2,	0.0,	0.0);	(381001.0,	3761338.8,	0.0,	0.0);
(381001.0,	3761324.0,	0.0,	0.0);	(381001.0,	3761309.5,	0.0,	0.0);
(381001.0,	3761295.0,	0.0,	0.0);	(381001.0,	3761280.5,	0.0,	0.0);
(381001.0,	3761266.0,	0.0,	0.0);	(381001.0,	3761251.5,	0.0,	0.0);
(381001.0,	3761237.0,	0.0,	0.0);	(381001.0,	3761222.2,	0.0,	0.0);
(381001.0,	3761207.8,	0.0,	0.0);	(381001.0,	3761193.2,	0.0,	0.0);
(381001.0,	3761178.8,	0.0,	0.0);	(381001.0,	3761164.2,	0.0,	0.0);
(381001.0,	3761149.5,	0.0,	0.0);	(381001.0,	3761135.0,	0.0,	0.0);
(381001.0,	3761120.5,	0.0,	0.0);	(381001.0,	3761106.0,	0.0,	0.0);

CONC URBAN FLAT NOSTD NOCALM

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

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

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

1.54, 3.09, 5.14, 8.23, 10.80,

*** WIND PROFILE EXPONENTS ***

STABILITY	WIND SPEED CATEGORY					
CATEGORY	1	2	3	4	5	6
A	.70000E-01	.70000E-01	.70000E-01	.70000E-01	.70000E-01	.70000E-01
B	.70000E-01	.70000E-01	.70000E-01	.70000E-01	.70000E-01	.70000E-01
C	.10000E+00	.10000E+00	.10000E+00	.10000E+00	.10000E+00	.10000E+00
D	.15000E+00	.15000E+00	.15000E+00	.15000E+00	.15000E+00	.15000E+00
E	.35000E+00	.35000E+00	.35000E+00	.35000E+00	.35000E+00	.35000E+00
F	.55000E+00	.55000E+00	.55000E+00	.55000E+00	.55000E+00	.55000E+00

*** VERTICAL POTENTIAL TEMPERATURE GRADIENTS ***
(DEGREES KELVIN PER METER)

STABILITY	WIND SPEED CATEGORY					
CATEGORY	1	2	3	4	5	6
A	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00
B	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00
C	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00
D	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00
E	.20000E-01	.20000E-01	.20000E-01	.20000E-01	.20000E-01	.20000E-01
F	.35000E-01	.35000E-01	.35000E-01	.35000E-01	.35000E-01	.35000E-01

CONC URBAN FLAT NOSTD NOCALM

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

FILE: DLA.ASC
FORMAT: (4I2,2F9.4,F6.1,I2,2F7.1,f9.4,f10.1,f8.4,i4,f7.2)
SURFACE STATION NO.: 52075 UPPER AIR STATION NO.: 91919
NAME: UNKNOWN NAME: UNKNOWN
YEAR: 1981 YEAR: 1981

YR	MN	DY	HR	FLOW VECTOR	SPEED (M/S)	TEMP (K)	STAB CLASS	MIXING HEIGHT (M) RURAL	MIXING HEIGHT (M) URBAN	USTAR (M/S)	M-O LENGTH (M)	Z-0 (M)	IPCODE	PRATE (mm/HR)
81	01	01	01	224.8	1.79	285.9	6	387.1	152.0	0.0000	0.0	0.0000	0	0.00
81	01	01	02	192.4	2.68	286.5	6	397.2	152.0	0.0000	0.0	0.0000	0	0.00
81	01	01	03	197.5	2.68	285.9	5	407.3	152.0	0.0000	0.0	0.0000	0	0.00
81	01	01	04	211.0	2.24	285.9	4	417.4	417.4	0.0000	0.0	0.0000	0	0.00
81	01	01	05	219.0	2.68	285.4	4	427.4	427.4	0.0000	0.0	0.0000	0	0.00
81	01	01	06	229.5	2.68	283.7	5	437.5	152.0	0.0000	0.0	0.0000	0	0.00
81	01	01	07	207.0	3.13	283.7	5	447.5	152.0	0.0000	0.0	0.0000	0	0.00
81	01	01	08	224.6	3.13	284.3	4	70.1	201.5	0.0000	0.0	0.0000	0	0.00
81	01	01	09	209.0	3.58	287.0	3	144.7	254.3	0.0000	0.0	0.0000	0	0.00
81	01	01	10	211.6	2.68	291.5	3	219.4	307.0	0.0000	0.0	0.0000	0	0.00
81	01	01	11	224.1	1.34	294.8	2	294.0	359.8	0.0000	0.0	0.0000	0	0.00
81	01	01	12	35.6	1.79	290.9	3	368.7	412.5	0.0000	0.0	0.0000	0	0.00
81	01	01	13	87.2	3.58	289.8	3	443.3	465.3	0.0000	0.0	0.0000	0	0.00
81	01	01	14	56.7	3.13	290.4	3	518.0	518.0	0.0000	0.0	0.0000	0	0.00
81	01	01	15	67.3	2.68	290.4	3	518.0	518.0	0.0000	0.0	0.0000	0	0.00
81	01	01	16	98.2	4.02	289.3	4	518.0	518.0	0.0000	0.0	0.0000	0	0.00
81	01	01	17	87.6	3.58	288.1	5	518.0	511.1	0.0000	0.0	0.0000	0	0.00
81	01	01	18	97.6	1.34	287.6	6	518.0	468.5	0.0000	0.0	0.0000	0	0.00
81	01	01	19	110.5	1.00	287.0	7	518.0	425.9	0.0000	0.0	0.0000	0	0.00
81	01	01	20	168.2	1.34	287.0	7	518.0	383.4	0.0000	0.0	0.0000	0	0.00
81	01	01	21	223.6	1.00	287.6	7	518.0	340.8	0.0000	0.0	0.0000	0	0.00
81	01	01	22	272.0	1.00	287.0	7	518.0	298.2	0.0000	0.0	0.0000	0	0.00
81	01	01	23	225.7	1.00	286.5	7	518.0	255.6	0.0000	0.0	0.0000	0	0.00
81	01	01	24	202.2	1.34	286.5	6	518.0	213.0	0.0000	0.0	0.0000	0	0.00

*** NOTES: STABILITY CLASS 1=A, 2=B, 3=C, 4=D, 5=E AND 6=F.
FLOW VECTOR IS DIRECTION TOWARD WHICH WIND IS BLOWING.

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 ***
INCLUDING SOURCE(S): 1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761106.00	0.00583	381017.00	3761106.00	0.00621
381037.00	3761106.00	0.00663	381057.00	3761106.00	0.00709
381077.00	3761106.00	0.00758	381097.00	3761106.00	0.00810
381117.00	3761106.00	0.00866	381137.00	3761106.00	0.00923
381157.00	3761106.00	0.00981	381177.00	3761106.00	0.01039
380997.00	3761126.00	0.00589	381017.00	3761126.00	0.00627
381037.00	3761126.00	0.00670	381057.00	3761126.00	0.00716
381077.00	3761126.00	0.00768	381097.00	3761126.00	0.00824
381117.00	3761126.00	0.00885	381137.00	3761126.00	0.00949
381157.00	3761126.00	0.01017	381177.00	3761126.00	0.01086
380997.00	3761146.00	0.00597	381017.00	3761146.00	0.00635
381037.00	3761146.00	0.00677	381057.00	3761146.00	0.00724
381077.00	3761146.00	0.00777	381097.00	3761146.00	0.00835
381117.00	3761146.00	0.00900	381137.00	3761146.00	0.00970
381157.00	3761146.00	0.01046	381177.00	3761146.00	0.01125
380997.00	3761166.00	0.00608	381017.00	3761166.00	0.00645
381037.00	3761166.00	0.00687	381057.00	3761166.00	0.00733
381077.00	3761166.00	0.00786	381097.00	3761166.00	0.00845
381117.00	3761166.00	0.00912	381137.00	3761166.00	0.00986
381157.00	3761166.00	0.01068	381177.00	3761166.00	0.01157
380997.00	3761186.00	0.00623	381017.00	3761186.00	0.00659
381037.00	3761186.00	0.00700	381057.00	3761186.00	0.00746
381077.00	3761186.00	0.00798	381097.00	3761186.00	0.00857
381117.00	3761186.00	0.00924	381137.00	3761186.00	0.01000
381157.00	3761186.00	0.01085	381177.00	3761186.00	0.01181
380997.00	3761206.00	0.00640	381017.00	3761206.00	0.00677
381037.00	3761206.00	0.00718	381057.00	3761206.00	0.00764
381077.00	3761206.00	0.00815	381097.00	3761206.00	0.00873
381117.00	3761206.00	0.00939	381137.00	3761206.00	0.01015
381157.00	3761206.00	0.01102	381177.00	3761206.00	0.01201
380997.00	3761226.00	0.00658	381017.00	3761226.00	0.00697
381037.00	3761226.00	0.00739	381057.00	3761226.00	0.00786
381077.00	3761226.00	0.00837	381097.00	3761226.00	0.00895
381117.00	3761226.00	0.00961	381137.00	3761226.00	0.01036
381157.00	3761226.00	0.01122	381177.00	3761226.00	0.01221
380997.00	3761246.00	0.00676	381017.00	3761246.00	0.00717
381037.00	3761246.00	0.00762	381057.00	3761246.00	0.00810
381077.00	3761246.00	0.00864	381097.00	3761246.00	0.00923
381117.00	3761246.00	0.00989	381137.00	3761246.00	0.01064
381157.00	3761246.00	0.01149	381177.00	3761246.00	0.01248

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 ***
INCLUDING SOURCE(S): 1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761266.00	0.00692	381017.00	3761266.00	0.00735
381037.00	3761266.00	0.00783	381057.00	3761266.00	0.00834
381077.00	3761266.00	0.00891	381097.00	3761266.00	0.00953
381117.00	3761266.00	0.01022	381137.00	3761266.00	0.01099
381157.00	3761266.00	0.01186	381177.00	3761266.00	0.01285
380997.00	3761286.00	0.00704	381017.00	3761286.00	0.00750
381037.00	3761286.00	0.00800	381057.00	3761286.00	0.00856
381077.00	3761286.00	0.00916	381097.00	3761286.00	0.00983
381117.00	3761286.00	0.01057	381137.00	3761286.00	0.01138
381157.00	3761286.00	0.01229	381177.00	3761286.00	0.01332
380997.00	3761306.00	0.00712	381017.00	3761306.00	0.00760
381037.00	3761306.00	0.00813	381057.00	3761306.00	0.00872
381077.00	3761306.00	0.00936	381097.00	3761306.00	0.01008
381117.00	3761306.00	0.01087	381137.00	3761306.00	0.01174
381157.00	3761306.00	0.01272	381177.00	3761306.00	0.01382
380997.00	3761326.00	0.00718	381017.00	3761326.00	0.00767
381037.00	3761326.00	0.00822	381057.00	3761326.00	0.00883
381077.00	3761326.00	0.00950	381097.00	3761326.00	0.01025
381117.00	3761326.00	0.01109	381137.00	3761326.00	0.01203
381157.00	3761326.00	0.01308	381177.00	3761326.00	0.01426
380997.00	3761346.00	0.00722	381017.00	3761346.00	0.00772
381037.00	3761346.00	0.00828	381057.00	3761346.00	0.00890
381077.00	3761346.00	0.00960	381097.00	3761346.00	0.01037
381117.00	3761346.00	0.01124	381137.00	3761346.00	0.01222
381157.00	3761346.00	0.01333	381177.00	3761346.00	0.01459
380997.00	3761366.00	0.00726	381017.00	3761366.00	0.00777
381037.00	3761366.00	0.00833	381057.00	3761366.00	0.00896
381077.00	3761366.00	0.00967	381097.00	3761366.00	0.01046
381117.00	3761366.00	0.01135	381137.00	3761366.00	0.01236
381157.00	3761366.00	0.01350	381177.00	3761366.00	0.01481
380997.00	3761386.00	0.00730	381017.00	3761386.00	0.00782
381037.00	3761386.00	0.00839	381057.00	3761386.00	0.00902
381077.00	3761386.00	0.00973	381097.00	3761386.00	0.01053
381117.00	3761386.00	0.01144	381137.00	3761386.00	0.01246
381157.00	3761386.00	0.01363	381177.00	3761386.00	0.01497
380997.00	3761406.00	0.00734	381017.00	3761406.00	0.00786
381037.00	3761406.00	0.00843	381057.00	3761406.00	0.00907
381077.00	3761406.00	0.00979	381097.00	3761406.00	0.01060
381117.00	3761406.00	0.01151	381137.00	3761406.00	0.01255
381157.00	3761406.00	0.01373	380997.00	3761426.00	0.00736

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 ***
INCLUDING SOURCE(S): 1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381017.00	3761426.00	0.00788	381037.00	3761426.00	0.00846
381057.00	3761426.00	0.00910	381077.00	3761426.00	0.00982
381097.00	3761426.00	0.01064	381117.00	3761426.00	0.01155
381137.00	3761426.00	0.01260	381157.00	3761426.00	0.01379
380997.00	3761446.00	0.00733	381017.00	3761446.00	0.00785
381037.00	3761446.00	0.00842	381057.00	3761446.00	0.00906
381077.00	3761446.00	0.00978	381097.00	3761446.00	0.01059
381117.00	3761446.00	0.01150	381137.00	3761446.00	0.01254
381157.00	3761446.00	0.01372	381177.00	3761446.00	0.01509
380997.00	3761106.00	0.00583	381011.69	3761105.75	0.00611
381026.41	3761105.75	0.00641	381041.09	3761105.50	0.00672
381055.81	3761105.50	0.00706	381070.50	3761105.25	0.00741
381085.19	3761105.00	0.00778	381099.81	3761105.00	0.00817
381114.50	3761104.75	0.00857	381129.19	3761104.50	0.00898
381143.91	3761104.50	0.00940	381158.59	3761104.25	0.00982
381173.31	3761104.25	0.01024	381188.00	3761104.00	0.01064
381188.19	3761118.50	0.01105	381188.31	3761133.00	0.01142
381188.50	3761147.50	0.01176	381188.59	3761162.00	0.01204
381188.81	3761176.50	0.01229	381188.91	3761191.00	0.01249
381189.00	3761205.50	0.01266	381189.19	3761220.00	0.01282
381189.31	3761234.50	0.01300	381189.50	3761249.00	0.01322
381189.69	3761263.50	0.01350	381189.81	3761278.00	0.01384
381190.00	3761292.50	0.01423	381190.09	3761307.00	0.01463
381190.19	3761321.50	0.01501	381190.41	3761336.00	0.01535
381190.50	3761350.50	0.01561	381190.69	3761365.00	0.01580
381190.81	3761379.50	0.01595	381191.00	3761394.00	0.01608
381178.69	3761394.00	0.01514	381166.31	3761394.00	0.01428
381154.00	3761394.00	0.01349	381154.31	3761408.25	0.01357
381154.69	3761422.75	0.01364	381155.00	3761437.00	0.01365
381167.31	3761436.75	0.01446	381179.69	3761436.25	0.01535
381192.00	3761436.00	0.01632	381192.00	3761444.00	0.01627
381192.00	3761452.00	0.01616	381177.31	3761452.25	0.01503
381162.59	3761452.50	0.01401	381147.91	3761452.75	0.01310
381133.19	3761453.00	0.01227	381118.50	3761453.25	0.01151
381103.81	3761453.50	0.01083	381089.19	3761453.50	0.01021
381074.50	3761453.75	0.00964	381059.81	3761454.00	0.00911
381045.09	3761454.25	0.00863	381030.41	3761454.50	0.00819
381015.69	3761454.75	0.00777	381001.00	3761455.00	0.00739
381001.00	3761440.50	0.00744	381001.00	3761426.00	0.00746
381001.00	3761411.50	0.00745	381001.00	3761396.75	0.00742

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 1 ***
INCLUDING SOURCE(S): 1 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381001.00	3761382.25	0.00739	381001.00	3761367.75	0.00736
381001.00	3761353.25	0.00733	381001.00	3761338.75	0.00730
381001.00	3761324.00	0.00727	381001.00	3761309.50	0.00723
381001.00	3761295.00	0.00717	381001.00	3761280.50	0.00710
381001.00	3761266.00	0.00700	381001.00	3761251.50	0.00689
381001.00	3761237.00	0.00676	381001.00	3761222.25	0.00662
381001.00	3761207.75	0.00648	381001.00	3761193.25	0.00636
381001.00	3761178.75	0.00624	381001.00	3761164.25	0.00614
381001.00	3761149.50	0.00606	381001.00	3761135.00	0.00600
381001.00	3761120.50	0.00595	381001.00	3761106.00	0.00591

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 2 ***
INCLUDING SOURCE(S): 2 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761106.00	0.00067	381017.00	3761106.00	0.00075
381037.00	3761106.00	0.00086	381057.00	3761106.00	0.00102
381077.00	3761106.00	0.00127	381097.00	3761106.00	0.00169
381117.00	3761106.00	0.00243	381137.00	3761106.00	0.00377
381157.00	3761106.00	0.00612	381177.00	3761106.00	0.00974
380997.00	3761126.00	0.00060	381017.00	3761126.00	0.00068
381037.00	3761126.00	0.00079	381057.00	3761126.00	0.00096
381077.00	3761126.00	0.00123	381097.00	3761126.00	0.00166
381117.00	3761126.00	0.00238	381137.00	3761126.00	0.00359
381157.00	3761126.00	0.00554	381177.00	3761126.00	0.00820
380997.00	3761146.00	0.00055	381017.00	3761146.00	0.00063
381037.00	3761146.00	0.00075	381057.00	3761146.00	0.00093
381077.00	3761146.00	0.00120	381097.00	3761146.00	0.00162
381117.00	3761146.00	0.00231	381137.00	3761146.00	0.00339
381157.00	3761146.00	0.00497	381177.00	3761146.00	0.00695
380997.00	3761166.00	0.00051	381017.00	3761166.00	0.00060
381037.00	3761166.00	0.00073	381057.00	3761166.00	0.00091
381077.00	3761166.00	0.00118	381097.00	3761166.00	0.00159
381117.00	3761166.00	0.00223	381137.00	3761166.00	0.00317
381157.00	3761166.00	0.00444	381177.00	3761166.00	0.00594
380997.00	3761186.00	0.00049	381017.00	3761186.00	0.00058
381037.00	3761186.00	0.00071	381057.00	3761186.00	0.00089
381077.00	3761186.00	0.00116	381097.00	3761186.00	0.00155
381117.00	3761186.00	0.00213	381137.00	3761186.00	0.00294
381157.00	3761186.00	0.00397	381177.00	3761186.00	0.00512
380997.00	3761206.00	0.00048	381017.00	3761206.00	0.00057
381037.00	3761206.00	0.00070	381057.00	3761206.00	0.00088
381077.00	3761206.00	0.00113	381097.00	3761206.00	0.00150
381117.00	3761206.00	0.00203	381137.00	3761206.00	0.00272
381157.00	3761206.00	0.00356	381177.00	3761206.00	0.00445
380997.00	3761226.00	0.00047	381017.00	3761226.00	0.00056
381037.00	3761226.00	0.00069	381057.00	3761226.00	0.00086
381077.00	3761226.00	0.00111	381097.00	3761226.00	0.00145
381117.00	3761226.00	0.00192	381137.00	3761226.00	0.00251
381157.00	3761226.00	0.00319	381177.00	3761226.00	0.00390
380997.00	3761246.00	0.00046	381017.00	3761246.00	0.00055
381037.00	3761246.00	0.00068	381057.00	3761246.00	0.00085
381077.00	3761246.00	0.00108	381097.00	3761246.00	0.00140
381117.00	3761246.00	0.00181	381137.00	3761246.00	0.00231
381157.00	3761246.00	0.00287	381177.00	3761246.00	0.00344

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 2 ***
INCLUDING SOURCE(S): 2 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761266.00	0.00045	381017.00	3761266.00	0.00054
381037.00	3761266.00	0.00066	381057.00	3761266.00	0.00083
381077.00	3761266.00	0.00105	381097.00	3761266.00	0.00134
381117.00	3761266.00	0.00170	381137.00	3761266.00	0.00213
381157.00	3761266.00	0.00259	381177.00	3761266.00	0.00305
380997.00	3761286.00	0.00044	381017.00	3761286.00	0.00053
381037.00	3761286.00	0.00065	381057.00	3761286.00	0.00081
381077.00	3761286.00	0.00102	381097.00	3761286.00	0.00128
381117.00	3761286.00	0.00160	381137.00	3761286.00	0.00196
381157.00	3761286.00	0.00235	381177.00	3761286.00	0.00273
380997.00	3761306.00	0.00044	381017.00	3761306.00	0.00053
381037.00	3761306.00	0.00064	381057.00	3761306.00	0.00079
381077.00	3761306.00	0.00098	381097.00	3761306.00	0.00122
381117.00	3761306.00	0.00150	381137.00	3761306.00	0.00181
381157.00	3761306.00	0.00214	381177.00	3761306.00	0.00245
380997.00	3761326.00	0.00043	381017.00	3761326.00	0.00052
381037.00	3761326.00	0.00063	381057.00	3761326.00	0.00077
381077.00	3761326.00	0.00095	381097.00	3761326.00	0.00116
381117.00	3761326.00	0.00140	381137.00	3761326.00	0.00167
381157.00	3761326.00	0.00195	381177.00	3761326.00	0.00221
380997.00	3761346.00	0.00043	381017.00	3761346.00	0.00051
381037.00	3761346.00	0.00062	381057.00	3761346.00	0.00075
381077.00	3761346.00	0.00091	381097.00	3761346.00	0.00110
381117.00	3761346.00	0.00132	381137.00	3761346.00	0.00155
381157.00	3761346.00	0.00179	381177.00	3761346.00	0.00200
380997.00	3761366.00	0.00042	381017.00	3761366.00	0.00050
381037.00	3761366.00	0.00060	381057.00	3761366.00	0.00072
381077.00	3761366.00	0.00087	381097.00	3761366.00	0.00104
381117.00	3761366.00	0.00124	381137.00	3761366.00	0.00144
381157.00	3761366.00	0.00164	381177.00	3761366.00	0.00183
380997.00	3761386.00	0.00041	381017.00	3761386.00	0.00049
381037.00	3761386.00	0.00059	381057.00	3761386.00	0.00070
381077.00	3761386.00	0.00084	381097.00	3761386.00	0.00099
381117.00	3761386.00	0.00116	381137.00	3761386.00	0.00134
381157.00	3761386.00	0.00151	381177.00	3761386.00	0.00167
380997.00	3761406.00	0.00041	381017.00	3761406.00	0.00048
381037.00	3761406.00	0.00057	381057.00	3761406.00	0.00068
381077.00	3761406.00	0.00080	381097.00	3761406.00	0.00094
381117.00	3761406.00	0.00109	381137.00	3761406.00	0.00124
381157.00	3761406.00	0.00139	380997.00	3761426.00	0.00040

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 2 ***
INCLUDING SOURCE(S): 2 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381017.00	3761426.00	0.00047	381037.00	3761426.00	0.00056
381057.00	3761426.00	0.00065	381077.00	3761426.00	0.00077
381097.00	3761426.00	0.00089	381117.00	3761426.00	0.00102
381137.00	3761426.00	0.00116	381157.00	3761426.00	0.00129
380997.00	3761446.00	0.00039	381017.00	3761446.00	0.00046
381037.00	3761446.00	0.00054	381057.00	3761446.00	0.00063
381077.00	3761446.00	0.00073	381097.00	3761446.00	0.00085
381117.00	3761446.00	0.00096	381137.00	3761446.00	0.00108
381157.00	3761446.00	0.00120	381177.00	3761446.00	0.00130
380997.00	3761106.00	0.00067	381011.69	3761105.75	0.00073
381026.41	3761105.75	0.00080	381041.09	3761105.50	0.00089
381055.81	3761105.50	0.00101	381070.50	3761105.25	0.00118
381085.19	3761105.00	0.00142	381099.81	3761105.00	0.00178
381114.50	3761104.75	0.00232	381129.19	3761104.50	0.00315
381143.91	3761104.50	0.00446	381158.59	3761104.25	0.00642
381173.31	3761104.25	0.00912	381188.00	3761104.00	0.01231
381188.19	3761118.50	0.01059	381188.31	3761133.00	0.00917
381188.50	3761147.50	0.00801	381188.59	3761162.00	0.00704
381188.81	3761176.50	0.00624	381188.91	3761191.00	0.00555
381189.00	3761205.50	0.00497	381189.19	3761220.00	0.00448
381189.31	3761234.50	0.00406	381189.50	3761249.00	0.00369
381189.69	3761263.50	0.00337	381189.81	3761278.00	0.00309
381190.00	3761292.50	0.00284	381190.09	3761307.00	0.00262
381190.19	3761321.50	0.00242	381190.41	3761336.00	0.00225
381190.50	3761350.50	0.00209	381190.69	3761365.00	0.00195
381190.81	3761379.50	0.00182	381191.00	3761394.00	0.00170
381178.69	3761394.00	0.00162	381166.31	3761394.00	0.00153
381154.00	3761394.00	0.00144	381154.31	3761408.25	0.00136
381154.69	3761422.75	0.00129	381155.00	3761437.00	0.00123
381167.31	3761436.75	0.00130	381179.69	3761436.25	0.00137
381192.00	3761436.00	0.00143	381192.00	3761444.00	0.00138
381192.00	3761452.00	0.00134	381177.31	3761452.25	0.00127
381162.59	3761452.50	0.00120	381147.91	3761452.75	0.00112
381133.19	3761453.00	0.00104	381118.50	3761453.25	0.00095
381103.81	3761453.50	0.00087	381089.19	3761453.50	0.00079
381074.50	3761453.75	0.00071	381059.81	3761454.00	0.00063
381045.09	3761454.25	0.00057	381030.41	3761454.50	0.00051
381015.69	3761454.75	0.00045	381001.00	3761455.00	0.00040
381001.00	3761440.50	0.00041	381001.00	3761426.00	0.00041
381001.00	3761411.50	0.00042	381001.00	3761396.75	0.00043

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 2 ***
INCLUDING SOURCE(S): 2 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381001.00	3761382.25	0.00043	381001.00	3761367.75	0.00044
381001.00	3761353.25	0.00044	381001.00	3761338.75	0.00044
381001.00	3761324.00	0.00045	381001.00	3761309.50	0.00045
381001.00	3761295.00	0.00046	381001.00	3761280.50	0.00046
381001.00	3761266.00	0.00047	381001.00	3761251.50	0.00047
381001.00	3761237.00	0.00048	381001.00	3761222.25	0.00048
381001.00	3761207.75	0.00049	381001.00	3761193.25	0.00050
381001.00	3761178.75	0.00051	381001.00	3761164.25	0.00053
381001.00	3761149.50	0.00056	381001.00	3761135.00	0.00059
381001.00	3761120.50	0.00063	381001.00	3761106.00	0.00068

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 3 ***
INCLUDING SOURCE(S): 3 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761106.00	0.00100	381017.00	3761106.00	0.00114
381037.00	3761106.00	0.00133	381057.00	3761106.00	0.00161
381077.00	3761106.00	0.00211	381097.00	3761106.00	0.00314
381117.00	3761106.00	0.00546	381137.00	3761106.00	0.01085
381157.00	3761106.00	0.02068	381177.00	3761106.00	0.03022
380997.00	3761126.00	0.00084	381017.00	3761126.00	0.00096
381037.00	3761126.00	0.00115	381057.00	3761126.00	0.00145
381077.00	3761126.00	0.00199	381097.00	3761126.00	0.00305
381117.00	3761126.00	0.00521	381137.00	3761126.00	0.00938
381157.00	3761126.00	0.01555	381177.00	3761126.00	0.02091
380997.00	3761146.00	0.00073	381017.00	3761146.00	0.00086
381037.00	3761146.00	0.00105	381057.00	3761146.00	0.00137
381077.00	3761146.00	0.00193	381097.00	3761146.00	0.00296
381117.00	3761146.00	0.00486	381137.00	3761146.00	0.00802
381157.00	3761146.00	0.01203	381177.00	3761146.00	0.01531
380997.00	3761166.00	0.00067	381017.00	3761166.00	0.00080
381037.00	3761166.00	0.00100	381057.00	3761166.00	0.00133
381077.00	3761166.00	0.00189	381097.00	3761166.00	0.00285
381117.00	3761166.00	0.00446	381137.00	3761166.00	0.00683
381157.00	3761166.00	0.00955	381177.00	3761166.00	0.01169
380997.00	3761186.00	0.00062	381017.00	3761186.00	0.00076
381037.00	3761186.00	0.00097	381057.00	3761186.00	0.00131
381077.00	3761186.00	0.00184	381097.00	3761186.00	0.00272
381117.00	3761186.00	0.00405	381137.00	3761186.00	0.00584
381157.00	3761186.00	0.00774	381177.00	3761186.00	0.00921
380997.00	3761206.00	0.00060	381017.00	3761206.00	0.00074
381037.00	3761206.00	0.00095	381057.00	3761206.00	0.00128
381077.00	3761206.00	0.00179	381097.00	3761206.00	0.00256
381117.00	3761206.00	0.00366	381137.00	3761206.00	0.00502
381157.00	3761206.00	0.00639	381177.00	3761206.00	0.00744
380997.00	3761226.00	0.00058	381017.00	3761226.00	0.00073
381037.00	3761226.00	0.00094	381057.00	3761226.00	0.00125
381077.00	3761226.00	0.00172	381097.00	3761226.00	0.00240
381117.00	3761226.00	0.00330	381137.00	3761226.00	0.00434
381157.00	3761226.00	0.00536	381177.00	3761226.00	0.00613
380997.00	3761246.00	0.00057	381017.00	3761246.00	0.00071
381037.00	3761246.00	0.00092	381057.00	3761246.00	0.00122
381077.00	3761246.00	0.00165	381097.00	3761246.00	0.00223
381117.00	3761246.00	0.00297	381137.00	3761246.00	0.00379
381157.00	3761246.00	0.00455	381177.00	3761246.00	0.00514

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 3 ***
INCLUDING SOURCE(S): 3 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761266.00	0.00056	381017.00	3761266.00	0.00070
381037.00	3761266.00	0.00090	381057.00	3761266.00	0.00118
381077.00	3761266.00	0.00157	381097.00	3761266.00	0.00207
381117.00	3761266.00	0.00267	381137.00	3761266.00	0.00332
381157.00	3761266.00	0.00392	381177.00	3761266.00	0.00437
380997.00	3761286.00	0.00055	381017.00	3761286.00	0.00069
381037.00	3761286.00	0.00088	381057.00	3761286.00	0.00114
381077.00	3761286.00	0.00148	381097.00	3761286.00	0.00192
381117.00	3761286.00	0.00242	381137.00	3761286.00	0.00293
381157.00	3761286.00	0.00340	381177.00	3761286.00	0.00376
380997.00	3761306.00	0.00054	381017.00	3761306.00	0.00068
381037.00	3761306.00	0.00086	381057.00	3761306.00	0.00110
381077.00	3761306.00	0.00140	381097.00	3761306.00	0.00177
381117.00	3761306.00	0.00219	381137.00	3761306.00	0.00261
381157.00	3761306.00	0.00298	381177.00	3761306.00	0.00327
380997.00	3761326.00	0.00054	381017.00	3761326.00	0.00066
381037.00	3761326.00	0.00083	381057.00	3761326.00	0.00105
381077.00	3761326.00	0.00132	381097.00	3761326.00	0.00164
381117.00	3761326.00	0.00199	381137.00	3761326.00	0.00233
381157.00	3761326.00	0.00263	381177.00	3761326.00	0.00287
380997.00	3761346.00	0.00053	381017.00	3761346.00	0.00065
381037.00	3761346.00	0.00081	381057.00	3761346.00	0.00100
381077.00	3761346.00	0.00124	381097.00	3761346.00	0.00152
381117.00	3761346.00	0.00181	381137.00	3761346.00	0.00209
381157.00	3761346.00	0.00234	381177.00	3761346.00	0.00254
380997.00	3761366.00	0.00052	381017.00	3761366.00	0.00063
381037.00	3761366.00	0.00078	381057.00	3761366.00	0.00096
381077.00	3761366.00	0.00117	381097.00	3761366.00	0.00141
381117.00	3761366.00	0.00165	381137.00	3761366.00	0.00189
381157.00	3761366.00	0.00210	381177.00	3761366.00	0.00226
380997.00	3761386.00	0.00051	381017.00	3761386.00	0.00062
381037.00	3761386.00	0.00075	381057.00	3761386.00	0.00091
381077.00	3761386.00	0.00110	381097.00	3761386.00	0.00130
381117.00	3761386.00	0.00151	381137.00	3761386.00	0.00171
381157.00	3761386.00	0.00189	381177.00	3761386.00	0.00202
380997.00	3761406.00	0.00050	381017.00	3761406.00	0.00060
381037.00	3761406.00	0.00072	381057.00	3761406.00	0.00087
381077.00	3761406.00	0.00103	381097.00	3761406.00	0.00121
381117.00	3761406.00	0.00139	381137.00	3761406.00	0.00156
381157.00	3761406.00	0.00171	380997.00	3761426.00	0.00048

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 3 ***
INCLUDING SOURCE(S): 3 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381017.00	3761426.00	0.00058	381037.00	3761426.00	0.00069
381057.00	3761426.00	0.00083	381077.00	3761426.00	0.00097
381097.00	3761426.00	0.00113	381117.00	3761426.00	0.00128
381137.00	3761426.00	0.00143	381157.00	3761426.00	0.00155
380997.00	3761446.00	0.00047	381017.00	3761446.00	0.00056
381037.00	3761446.00	0.00067	381057.00	3761446.00	0.00078
381077.00	3761446.00	0.00091	381097.00	3761446.00	0.00105
381117.00	3761446.00	0.00119	381137.00	3761446.00	0.00131
381157.00	3761446.00	0.00142	381177.00	3761446.00	0.00150
380997.00	3761106.00	0.00100	381011.69	3761105.75	0.00110
381026.41	3761105.75	0.00122	381041.09	3761105.50	0.00138
381055.81	3761105.50	0.00160	381070.50	3761105.25	0.00192
381085.19	3761105.00	0.00245	381099.81	3761105.00	0.00336
381114.50	3761104.75	0.00506	381129.19	3761104.50	0.00828
381143.91	3761104.50	0.01399	381158.59	3761104.25	0.02217
381173.31	3761104.25	0.02991	381188.00	3761104.00	0.03390
381188.19	3761118.50	0.02555	381188.31	3761133.00	0.01992
381188.50	3761147.50	0.01595	381188.59	3761162.00	0.01304
381188.81	3761176.50	0.01086	381188.91	3761191.00	0.00918
381189.00	3761205.50	0.00786	381189.19	3761220.00	0.00680
381189.31	3761234.50	0.00595	381189.50	3761249.00	0.00524
381189.69	3761263.50	0.00465	381189.81	3761278.00	0.00416
381190.00	3761292.50	0.00374	381190.09	3761307.00	0.00337
381190.19	3761321.50	0.00306	381190.41	3761336.00	0.00279
381190.50	3761350.50	0.00256	381190.69	3761365.00	0.00235
381190.81	3761379.50	0.00217	381191.00	3761394.00	0.00200
381178.69	3761394.00	0.00195	381166.31	3761394.00	0.00188
381154.00	3761394.00	0.00179	381154.31	3761408.25	0.00167
381154.69	3761422.75	0.00156	381155.00	3761437.00	0.00147
381167.31	3761436.75	0.00153	381179.69	3761436.25	0.00158
381192.00	3761436.00	0.00163	381192.00	3761444.00	0.00156
381192.00	3761452.00	0.00151	381177.31	3761452.25	0.00146
381162.59	3761452.50	0.00140	381147.91	3761452.75	0.00133
381133.19	3761453.00	0.00125	381118.50	3761453.25	0.00116
381103.81	3761453.50	0.00107	381089.19	3761453.50	0.00097
381074.50	3761453.75	0.00088	381059.81	3761454.00	0.00079
381045.09	3761454.25	0.00070	381030.41	3761454.50	0.00062
381015.69	3761454.75	0.00055	381001.00	3761455.00	0.00048
381001.00	3761440.50	0.00049	381001.00	3761426.00	0.00050
381001.00	3761411.50	0.00051	381001.00	3761396.75	0.00052

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 3 ***
INCLUDING SOURCE(S): 3 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381001.00	3761382.25	0.00053	381001.00	3761367.75	0.00054
381001.00	3761353.25	0.00054	381001.00	3761338.75	0.00055
381001.00	3761324.00	0.00056	381001.00	3761309.50	0.00057
381001.00	3761295.00	0.00057	381001.00	3761280.50	0.00058
381001.00	3761266.00	0.00059	381001.00	3761251.50	0.00059
381001.00	3761237.00	0.00060	381001.00	3761222.25	0.00061
381001.00	3761207.75	0.00062	381001.00	3761193.25	0.00064
381001.00	3761178.75	0.00066	381001.00	3761164.25	0.00069
381001.00	3761149.50	0.00074	381001.00	3761135.00	0.00080
381001.00	3761120.50	0.00090	381001.00	3761106.00	0.00103

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 5 ***
INCLUDING SOURCE(S): 5 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761106.00	0.00569	381017.00	3761106.00	0.00578
381037.00	3761106.00	0.00577	381057.00	3761106.00	0.00565
381077.00	3761106.00	0.00544	381097.00	3761106.00	0.00516
381117.00	3761106.00	0.00480	381137.00	3761106.00	0.00433
381157.00	3761106.00	0.00372	381177.00	3761106.00	0.00301
380997.00	3761126.00	0.00648	381017.00	3761126.00	0.00669
381037.00	3761126.00	0.00678	381057.00	3761126.00	0.00673
381077.00	3761126.00	0.00654	381097.00	3761126.00	0.00623
381117.00	3761126.00	0.00581	381137.00	3761126.00	0.00527
381157.00	3761126.00	0.00455	381177.00	3761126.00	0.00366
380997.00	3761146.00	0.00733	381017.00	3761146.00	0.00773
381037.00	3761146.00	0.00798	381057.00	3761146.00	0.00806
381077.00	3761146.00	0.00794	381097.00	3761146.00	0.00762
381117.00	3761146.00	0.00715	381137.00	3761146.00	0.00651
381157.00	3761146.00	0.00565	381177.00	3761146.00	0.00454
380997.00	3761166.00	0.00820	381017.00	3761166.00	0.00885
381037.00	3761166.00	0.00937	381057.00	3761166.00	0.00968
381077.00	3761166.00	0.00972	381097.00	3761166.00	0.00946
381117.00	3761166.00	0.00895	381137.00	3761166.00	0.00820
381157.00	3761166.00	0.00715	381177.00	3761166.00	0.00575
380997.00	3761186.00	0.00902	381017.00	3761186.00	0.01001
381037.00	3761186.00	0.01090	381057.00	3761186.00	0.01159
381077.00	3761186.00	0.01196	381097.00	3761186.00	0.01191
381117.00	3761186.00	0.01142	381137.00	3761186.00	0.01055
381157.00	3761186.00	0.00927	381177.00	3761186.00	0.00748
380997.00	3761206.00	0.00970	381017.00	3761206.00	0.01108
381037.00	3761206.00	0.01248	381057.00	3761206.00	0.01375
381077.00	3761206.00	0.01471	381097.00	3761206.00	0.01513
381117.00	3761206.00	0.01486	381137.00	3761206.00	0.01392
381157.00	3761206.00	0.01235	381177.00	3761206.00	0.01001
380997.00	3761226.00	0.01022	381017.00	3761226.00	0.01194
381037.00	3761226.00	0.01391	381057.00	3761226.00	0.01599
381077.00	3761226.00	0.01790	381097.00	3761226.00	0.01926
381117.00	3761226.00	0.01968	381137.00	3761226.00	0.01892
381157.00	3761226.00	0.01703	381177.00	3761226.00	0.01394
380997.00	3761246.00	0.01067	381017.00	3761246.00	0.01259
381037.00	3761246.00	0.01502	381057.00	3761246.00	0.01797
381077.00	3761246.00	0.02122	381097.00	3761246.00	0.02424
381117.00	3761246.00	0.02627	381137.00	3761246.00	0.02649
381157.00	3761246.00	0.02451	381177.00	3761246.00	0.02037

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 5 ***
INCLUDING SOURCE(S): 5 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761266.00	0.01125	381017.00	3761266.00	0.01326
381037.00	3761266.00	0.01591	381057.00	3761266.00	0.01946
381077.00	3761266.00	0.02406	381097.00	3761266.00	0.02947
381117.00	3761266.00	0.03468	381137.00	3761266.00	0.03785
381157.00	3761266.00	0.03709	381177.00	3761266.00	0.03172
380997.00	3761286.00	0.01193	381017.00	3761286.00	0.01412
381037.00	3761286.00	0.01696	381057.00	3761286.00	0.02080
381077.00	3761286.00	0.02617	381097.00	3761286.00	0.03375
381117.00	3761286.00	0.04360	381137.00	3761286.00	0.05363
381157.00	3761286.00	0.05878	381177.00	3761286.00	0.05381
380997.00	3761306.00	0.01247	381017.00	3761306.00	0.01492
381037.00	3761306.00	0.01813	381057.00	3761306.00	0.02242
381077.00	3761306.00	0.02838	381097.00	3761306.00	0.03711
381117.00	3761306.00	0.05056	381137.00	3761306.00	0.07071
381157.00	3761306.00	0.09363	381177.00	3761306.00	0.10142
380997.00	3761326.00	0.01275	381017.00	3761326.00	0.01538
381037.00	3761326.00	0.01890	381057.00	3761326.00	0.02373
381077.00	3761326.00	0.03059	381097.00	3761326.00	0.04073
381117.00	3761326.00	0.05661	381137.00	3761326.00	0.08364
381157.00	3761326.00	0.13292	381177.00	3761326.00	0.20234
380997.00	3761346.00	0.01280	381017.00	3761346.00	0.01548
381037.00	3761346.00	0.01910	381057.00	3761346.00	0.02415
381077.00	3761346.00	0.03149	381097.00	3761346.00	0.04270
381117.00	3761346.00	0.06103	381137.00	3761346.00	0.09383
381157.00	3761346.00	0.16062	381177.00	3761346.00	0.32686
380997.00	3761366.00	0.01236	381017.00	3761366.00	0.01490
381037.00	3761366.00	0.01832	381057.00	3761366.00	0.02306
381077.00	3761366.00	0.02991	381097.00	3761366.00	0.04033
381117.00	3761366.00	0.05728	381137.00	3761366.00	0.08760
381157.00	3761366.00	0.14987	381177.00	3761366.00	0.31048
380997.00	3761386.00	0.01099	381017.00	3761386.00	0.01299
381037.00	3761386.00	0.01558	381057.00	3761386.00	0.01899
381077.00	3761386.00	0.02357	381097.00	3761386.00	0.02986
381117.00	3761386.00	0.03872	381137.00	3761386.00	0.05156
381157.00	3761386.00	0.07102	381177.00	3761386.00	0.10767
380997.00	3761406.00	0.00879	381017.00	3761406.00	0.01004
381037.00	3761406.00	0.01154	381057.00	3761406.00	0.01334
381077.00	3761406.00	0.01552	381097.00	3761406.00	0.01825
381117.00	3761406.00	0.02187	381137.00	3761406.00	0.02729
381157.00	3761406.00	0.03839	380997.00	3761426.00	0.00657

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 5 ***
INCLUDING SOURCE(S): 5 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381017.00	3761426.00	0.00727	381037.00	3761426.00	0.00809
381057.00	3761426.00	0.00908	381077.00	3761426.00	0.01035
381097.00	3761426.00	0.01209	381117.00	3761426.00	0.01477
381137.00	3761426.00	0.01980	381157.00	3761426.00	0.03255
380997.00	3761446.00	0.00492	381017.00	3761446.00	0.00539
381037.00	3761446.00	0.00598	381057.00	3761446.00	0.00675
381077.00	3761446.00	0.00780	381097.00	3761446.00	0.00937
381117.00	3761446.00	0.01206	381137.00	3761446.00	0.01764
381157.00	3761446.00	0.03130	381177.00	3761446.00	0.06702
380997.00	3761106.00	0.00569	381011.69	3761105.75	0.00576
381026.41	3761105.75	0.00578	381041.09	3761105.50	0.00573
381055.81	3761105.50	0.00564	381070.50	3761105.25	0.00548
381085.19	3761105.00	0.00529	381099.81	3761105.00	0.00507
381114.50	3761104.75	0.00479	381129.19	3761104.50	0.00446
381143.91	3761104.50	0.00407	381158.59	3761104.25	0.00361
381173.31	3761104.25	0.00309	381188.00	3761104.00	0.00255
381188.19	3761118.50	0.00291	381188.31	3761133.00	0.00336
381188.50	3761147.50	0.00391	381188.59	3761162.00	0.00461
381188.81	3761176.50	0.00549	381188.91	3761191.00	0.00665
381189.00	3761205.50	0.00820	381189.19	3761220.00	0.01030
381189.31	3761234.50	0.01328	381189.50	3761249.00	0.01764
381189.69	3761263.50	0.02433	381189.81	3761278.00	0.03527
381190.00	3761292.50	0.05446	381190.09	3761307.00	0.09183
381190.19	3761321.50	0.17321	381190.41	3761336.00	0.35997
381190.50	3761350.50	0.66630	381190.69	3761365.00	0.65478
381190.81	3761379.50	0.24334	381191.00	3761394.00	0.20696
381178.69	3761394.00	0.09267	381166.31	3761394.00	0.06205
381154.00	3761394.00	0.04921	381154.31	3761408.25	0.03487
381154.69	3761422.75	0.03070	381155.00	3761437.00	0.02970
381167.31	3761436.75	0.04681	381179.69	3761436.25	0.08033
381192.00	3761436.00	0.13765	381192.00	3761444.00	0.12214
381192.00	3761452.00	0.10858	381177.31	3761452.25	0.06487
381162.59	3761452.50	0.03758	381147.91	3761452.75	0.02323
381133.19	3761453.00	0.01584	381118.50	3761453.25	0.01186
381103.81	3761453.50	0.00953	381089.19	3761453.50	0.00808
381074.50	3761453.75	0.00705	381059.81	3761454.00	0.00628
381045.09	3761454.25	0.00568	381030.41	3761454.50	0.00520
381015.69	3761454.75	0.00480	381001.00	3761455.00	0.00446
381001.00	3761440.50	0.00540	381001.00	3761426.00	0.00670
381001.00	3761411.50	0.00835	381001.00	3761396.75	0.01016

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 5 ***
INCLUDING SOURCE(S): 5 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381001.00	3761382.25	0.01171	381001.00	3761367.75	0.01273
381001.00	3761353.25	0.01320	381001.00	3761338.75	0.01329
381001.00	3761324.00	0.01320	381001.00	3761309.50	0.01299
381001.00	3761295.00	0.01262	381001.00	3761280.50	0.01213
381001.00	3761266.00	0.01161	381001.00	3761251.50	0.01117
381001.00	3761237.00	0.01080	381001.00	3761222.25	0.01044
381001.00	3761207.75	0.01002	381001.00	3761193.25	0.00951
381001.00	3761178.75	0.00891	381001.00	3761164.25	0.00826
381001.00	3761149.50	0.00758	381001.00	3761135.00	0.00692
381001.00	3761120.50	0.00630	381001.00	3761106.00	0.00572

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 6 ***
INCLUDING SOURCE(S): 6 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761106.00	0.00082	381017.00	3761106.00	0.00081
381037.00	3761106.00	0.00080	381057.00	3761106.00	0.00077
381077.00	3761106.00	0.00074	381097.00	3761106.00	0.00070
381117.00	3761106.00	0.00064	381137.00	3761106.00	0.00058
381157.00	3761106.00	0.00050	381177.00	3761106.00	0.00040
380997.00	3761126.00	0.00093	381017.00	3761126.00	0.00094
381037.00	3761126.00	0.00093	381057.00	3761126.00	0.00091
381077.00	3761126.00	0.00087	381097.00	3761126.00	0.00082
381117.00	3761126.00	0.00076	381137.00	3761126.00	0.00069
381157.00	3761126.00	0.00059	381177.00	3761126.00	0.00048
380997.00	3761146.00	0.00106	381017.00	3761146.00	0.00109
381037.00	3761146.00	0.00109	381057.00	3761146.00	0.00107
381077.00	3761146.00	0.00104	381097.00	3761146.00	0.00098
381117.00	3761146.00	0.00092	381137.00	3761146.00	0.00083
381157.00	3761146.00	0.00072	381177.00	3761146.00	0.00058
380997.00	3761166.00	0.00121	381017.00	3761166.00	0.00126
381037.00	3761166.00	0.00128	381057.00	3761166.00	0.00128
381077.00	3761166.00	0.00125	381097.00	3761166.00	0.00119
381117.00	3761166.00	0.00112	381137.00	3761166.00	0.00102
381157.00	3761166.00	0.00088	381177.00	3761166.00	0.00071
380997.00	3761186.00	0.00136	381017.00	3761186.00	0.00145
381037.00	3761186.00	0.00151	381057.00	3761186.00	0.00153
381077.00	3761186.00	0.00152	381097.00	3761186.00	0.00147
381117.00	3761186.00	0.00138	381137.00	3761186.00	0.00126
381157.00	3761186.00	0.00110	381177.00	3761186.00	0.00089
380997.00	3761206.00	0.00151	381017.00	3761206.00	0.00165
381037.00	3761206.00	0.00176	381057.00	3761206.00	0.00184
381077.00	3761206.00	0.00187	381097.00	3761206.00	0.00183
381117.00	3761206.00	0.00174	381137.00	3761206.00	0.00160
381157.00	3761206.00	0.00140	381177.00	3761206.00	0.00114
380997.00	3761226.00	0.00165	381017.00	3761226.00	0.00185
381037.00	3761226.00	0.00204	381057.00	3761226.00	0.00220
381077.00	3761226.00	0.00230	381097.00	3761226.00	0.00231
381117.00	3761226.00	0.00224	381137.00	3761226.00	0.00208
381157.00	3761226.00	0.00184	381177.00	3761226.00	0.00149
380997.00	3761246.00	0.00176	381017.00	3761246.00	0.00202
381037.00	3761246.00	0.00231	381057.00	3761246.00	0.00259
381077.00	3761246.00	0.00281	381097.00	3761246.00	0.00294
381117.00	3761246.00	0.00293	381137.00	3761246.00	0.00277
381157.00	3761246.00	0.00247	381177.00	3761246.00	0.00202

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 6 ***
INCLUDING SOURCE(S): 6 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761266.00	0.00184	381017.00	3761266.00	0.00216
381037.00	3761266.00	0.00254	381057.00	3761266.00	0.00297
381077.00	3761266.00	0.00339	381097.00	3761266.00	0.00373
381117.00	3761266.00	0.00389	381137.00	3761266.00	0.00380
381157.00	3761266.00	0.00345	381177.00	3761266.00	0.00286
380997.00	3761286.00	0.00192	381017.00	3761286.00	0.00226
381037.00	3761286.00	0.00271	381057.00	3761286.00	0.00328
381077.00	3761286.00	0.00396	381097.00	3761286.00	0.00464
381117.00	3761286.00	0.00518	381137.00	3761286.00	0.00536
381157.00	3761286.00	0.00505	381177.00	3761286.00	0.00426
380997.00	3761306.00	0.00203	381017.00	3761306.00	0.00239
381037.00	3761306.00	0.00287	381057.00	3761306.00	0.00351
381077.00	3761306.00	0.00439	381097.00	3761306.00	0.00551
381117.00	3761306.00	0.00673	381137.00	3761306.00	0.00765
381157.00	3761306.00	0.00777	381177.00	3761306.00	0.00680
380997.00	3761326.00	0.00215	381017.00	3761326.00	0.00255
381037.00	3761326.00	0.00307	381057.00	3761326.00	0.00376
381077.00	3761326.00	0.00473	381097.00	3761326.00	0.00615
381117.00	3761326.00	0.00817	381137.00	3761326.00	0.01061
381157.00	3761326.00	0.01239	381177.00	3761326.00	0.01193
380997.00	3761346.00	0.00223	381017.00	3761346.00	0.00268
381037.00	3761346.00	0.00326	381057.00	3761346.00	0.00405
381077.00	3761346.00	0.00515	381097.00	3761346.00	0.00674
381117.00	3761346.00	0.00921	381137.00	3761346.00	0.01327
381157.00	3761346.00	0.01911	381177.00	3761346.00	0.02313
380997.00	3761366.00	0.00226	381017.00	3761366.00	0.00273
381037.00	3761366.00	0.00336	381057.00	3761366.00	0.00423
381077.00	3761366.00	0.00547	381097.00	3761366.00	0.00734
381117.00	3761366.00	0.01028	381137.00	3761366.00	0.01529
381157.00	3761366.00	0.02494	381177.00	3761366.00	0.04378
380997.00	3761386.00	0.00226	381017.00	3761386.00	0.00273
381037.00	3761386.00	0.00336	381057.00	3761386.00	0.00424
381077.00	3761386.00	0.00553	381097.00	3761386.00	0.00749
381117.00	3761386.00	0.01072	381137.00	3761386.00	0.01654
381157.00	3761386.00	0.02864	381177.00	3761386.00	0.06010
380997.00	3761406.00	0.00213	381017.00	3761406.00	0.00256
381037.00	3761406.00	0.00312	381057.00	3761406.00	0.00390
381077.00	3761406.00	0.00500	381097.00	3761406.00	0.00663
381117.00	3761406.00	0.00920	381137.00	3761406.00	0.01352
381157.00	3761406.00	0.02158	380997.00	3761426.00	0.00182

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 6 ***
INCLUDING SOURCE(S): 6 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381017.00	3761426.00	0.00213	381037.00	3761426.00	0.00252
381057.00	3761426.00	0.00301	381077.00	3761426.00	0.00364
381097.00	3761426.00	0.00446	381117.00	3761426.00	0.00553
381137.00	3761426.00	0.00699	381157.00	3761426.00	0.00923
380997.00	3761446.00	0.00141	381017.00	3761446.00	0.00159
381037.00	3761446.00	0.00180	381057.00	3761446.00	0.00205
381077.00	3761446.00	0.00234	381097.00	3761446.00	0.00272
381117.00	3761446.00	0.00324	381137.00	3761446.00	0.00411
381157.00	3761446.00	0.00601	381177.00	3761446.00	0.01277
380997.00	3761106.00	0.00082	381011.69	3761105.75	0.00081
381026.41	3761105.75	0.00080	381041.09	3761105.50	0.00079
381055.81	3761105.50	0.00077	381070.50	3761105.25	0.00074
381085.19	3761105.00	0.00071	381099.81	3761105.00	0.00068
381114.50	3761104.75	0.00064	381129.19	3761104.50	0.00060
381143.91	3761104.50	0.00054	381158.59	3761104.25	0.00048
381173.31	3761104.25	0.00042	381188.00	3761104.00	0.00035
381188.19	3761118.50	0.00039	381188.31	3761133.00	0.00044
381188.50	3761147.50	0.00050	381188.59	3761162.00	0.00058
381188.81	3761176.50	0.00067	381188.91	3761191.00	0.00079
381189.00	3761205.50	0.00094	381189.19	3761220.00	0.00114
381189.31	3761234.50	0.00139	381189.50	3761249.00	0.00174
381189.69	3761263.50	0.00223	381189.81	3761278.00	0.00293
381190.00	3761292.50	0.00400	381190.09	3761307.00	0.00572
381190.19	3761321.50	0.00867	381190.41	3761336.00	0.01419
381190.50	3761350.50	0.02585	381190.69	3761365.00	0.05254
381190.81	3761379.50	0.10217	381191.00	3761394.00	0.12778
381178.69	3761394.00	0.06448	381166.31	3761394.00	0.03846
381154.00	3761394.00	0.02550	381154.31	3761408.25	0.01860
381154.69	3761422.75	0.01007	381155.00	3761437.00	0.00658
381167.31	3761436.75	0.00894	381179.69	3761436.25	0.01505
381192.00	3761436.00	0.03432	381192.00	3761444.00	0.03210
381192.00	3761452.00	0.02936	381177.31	3761452.25	0.01283
381162.59	3761452.50	0.00681	381147.91	3761452.75	0.00453
381133.19	3761453.00	0.00347	381118.50	3761453.25	0.00287
381103.81	3761453.50	0.00247	381089.19	3761453.50	0.00220
381074.50	3761453.75	0.00197	381059.81	3761454.00	0.00178
381045.09	3761454.25	0.00162	381030.41	3761454.50	0.00149
381015.69	3761454.75	0.00137	381001.00	3761455.00	0.00126
381001.00	3761440.50	0.00157	381001.00	3761426.00	0.00188
381001.00	3761411.50	0.00214	381001.00	3761396.75	0.00229

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 6 ***
INCLUDING SOURCE(S): 6 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381001.00	3761382.25	0.00235	381001.00	3761367.75	0.00235
381001.00	3761353.25	0.00233	381001.00	3761338.75	0.00228
381001.00	3761324.00	0.00221	381001.00	3761309.50	0.00212
381001.00	3761295.00	0.00203	381001.00	3761280.50	0.00196
381001.00	3761266.00	0.00190	381001.00	3761251.50	0.00183
381001.00	3761237.00	0.00176	381001.00	3761222.25	0.00166
381001.00	3761207.75	0.00155	381001.00	3761193.25	0.00144
381001.00	3761178.75	0.00132	381001.00	3761164.25	0.00121
381001.00	3761149.50	0.00110	381001.00	3761135.00	0.00099
381001.00	3761120.50	0.00090	381001.00	3761106.00	0.00082

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 7 ***
INCLUDING SOURCE(S): 7 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761106.00	0.00073	381017.00	3761106.00	0.00071
381037.00	3761106.00	0.00068	381057.00	3761106.00	0.00064
381077.00	3761106.00	0.00060	381097.00	3761106.00	0.00056
381117.00	3761106.00	0.00053	381137.00	3761106.00	0.00049
381157.00	3761106.00	0.00047	381177.00	3761106.00	0.00045
380997.00	3761126.00	0.00079	381017.00	3761126.00	0.00077
381037.00	3761126.00	0.00073	381057.00	3761126.00	0.00068
381077.00	3761126.00	0.00064	381097.00	3761126.00	0.00059
381117.00	3761126.00	0.00055	381137.00	3761126.00	0.00052
381157.00	3761126.00	0.00050	381177.00	3761126.00	0.00049
380997.00	3761146.00	0.00087	381017.00	3761146.00	0.00083
381037.00	3761146.00	0.00078	381057.00	3761146.00	0.00072
381077.00	3761146.00	0.00067	381097.00	3761146.00	0.00062
381117.00	3761146.00	0.00059	381137.00	3761146.00	0.00056
381157.00	3761146.00	0.00054	381177.00	3761146.00	0.00053
380997.00	3761166.00	0.00094	381017.00	3761166.00	0.00089
381037.00	3761166.00	0.00083	381057.00	3761166.00	0.00076
381077.00	3761166.00	0.00071	381097.00	3761166.00	0.00066
381117.00	3761166.00	0.00063	381137.00	3761166.00	0.00061
381157.00	3761166.00	0.00059	381177.00	3761166.00	0.00058
380997.00	3761186.00	0.00102	381017.00	3761186.00	0.00095
381037.00	3761186.00	0.00088	381057.00	3761186.00	0.00081
381077.00	3761186.00	0.00075	381097.00	3761186.00	0.00071
381117.00	3761186.00	0.00068	381137.00	3761186.00	0.00066
381157.00	3761186.00	0.00065	381177.00	3761186.00	0.00065
380997.00	3761206.00	0.00111	381017.00	3761206.00	0.00102
381037.00	3761206.00	0.00094	381057.00	3761206.00	0.00086
381077.00	3761206.00	0.00081	381097.00	3761206.00	0.00077
381117.00	3761206.00	0.00075	381137.00	3761206.00	0.00074
381157.00	3761206.00	0.00073	381177.00	3761206.00	0.00073
380997.00	3761226.00	0.00120	381017.00	3761226.00	0.00109
381037.00	3761226.00	0.00100	381057.00	3761226.00	0.00093
381077.00	3761226.00	0.00088	381097.00	3761226.00	0.00086
381117.00	3761226.00	0.00084	381137.00	3761226.00	0.00083
381157.00	3761226.00	0.00083	381177.00	3761226.00	0.00083
380997.00	3761246.00	0.00129	381017.00	3761246.00	0.00117
381037.00	3761246.00	0.00108	381057.00	3761246.00	0.00102
381077.00	3761246.00	0.00098	381097.00	3761246.00	0.00096
381117.00	3761246.00	0.00096	381137.00	3761246.00	0.00095
381157.00	3761246.00	0.00095	381177.00	3761246.00	0.00094

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 7 ***
INCLUDING SOURCE(S): 7 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761266.00	0.00139	381017.00	3761266.00	0.00127
381037.00	3761266.00	0.00119	381057.00	3761266.00	0.00114
381077.00	3761266.00	0.00112	381097.00	3761266.00	0.00111
381117.00	3761266.00	0.00110	381137.00	3761266.00	0.00110
381157.00	3761266.00	0.00109	381177.00	3761266.00	0.00108
380997.00	3761286.00	0.00152	381017.00	3761286.00	0.00140
381037.00	3761286.00	0.00134	381057.00	3761286.00	0.00131
381077.00	3761286.00	0.00129	381097.00	3761286.00	0.00129
381117.00	3761286.00	0.00128	381137.00	3761286.00	0.00127
381157.00	3761286.00	0.00125	381177.00	3761286.00	0.00124
380997.00	3761306.00	0.00168	381017.00	3761306.00	0.00159
381037.00	3761306.00	0.00155	381057.00	3761306.00	0.00153
381077.00	3761306.00	0.00153	381097.00	3761306.00	0.00152
381117.00	3761306.00	0.00150	381137.00	3761306.00	0.00148
381157.00	3761306.00	0.00146	381177.00	3761306.00	0.00144
380997.00	3761326.00	0.00192	381017.00	3761326.00	0.00186
381037.00	3761326.00	0.00184	381057.00	3761326.00	0.00183
381077.00	3761326.00	0.00182	381097.00	3761326.00	0.00180
381117.00	3761326.00	0.00178	381137.00	3761326.00	0.00175
381157.00	3761326.00	0.00172	381177.00	3761326.00	0.00170
380997.00	3761346.00	0.00228	381017.00	3761346.00	0.00226
381037.00	3761346.00	0.00224	381057.00	3761346.00	0.00222
381077.00	3761346.00	0.00220	381097.00	3761346.00	0.00216
381117.00	3761346.00	0.00213	381137.00	3761346.00	0.00210
381157.00	3761346.00	0.00207	381177.00	3761346.00	0.00205
380997.00	3761366.00	0.00282	381017.00	3761366.00	0.00280
381037.00	3761366.00	0.00278	381057.00	3761366.00	0.00274
381077.00	3761366.00	0.00270	381097.00	3761366.00	0.00266
381117.00	3761366.00	0.00262	381137.00	3761366.00	0.00259
381157.00	3761366.00	0.00257	381177.00	3761366.00	0.00255
380997.00	3761386.00	0.00360	381017.00	3761386.00	0.00356
381037.00	3761386.00	0.00351	381057.00	3761386.00	0.00345
381077.00	3761386.00	0.00341	381097.00	3761386.00	0.00337
381117.00	3761386.00	0.00334	381137.00	3761386.00	0.00331
381157.00	3761386.00	0.00328	381177.00	3761386.00	0.00324
380997.00	3761406.00	0.00472	381017.00	3761406.00	0.00465
381037.00	3761406.00	0.00459	381057.00	3761406.00	0.00453
381077.00	3761406.00	0.00449	381097.00	3761406.00	0.00444
381117.00	3761406.00	0.00440	381137.00	3761406.00	0.00434
381157.00	3761406.00	0.00427	380997.00	3761426.00	0.00647

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 7 ***
INCLUDING SOURCE(S): 7 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381017.00	3761426.00	0.00639	381037.00	3761426.00	0.00632
381057.00	3761426.00	0.00626	381077.00	3761426.00	0.00618
381097.00	3761426.00	0.00607	381117.00	3761426.00	0.00595
381137.00	3761426.00	0.00580	381157.00	3761426.00	0.00564
380997.00	3761446.00	0.00952	381017.00	3761446.00	0.00940
381037.00	3761446.00	0.00924	381057.00	3761446.00	0.00902
381077.00	3761446.00	0.00876	381097.00	3761446.00	0.00845
381117.00	3761446.00	0.00812	381137.00	3761446.00	0.00777
381157.00	3761446.00	0.00742	381177.00	3761446.00	0.00708
380997.00	3761106.00	0.00073	381011.69	3761105.75	0.00071
381026.41	3761105.75	0.00070	381041.09	3761105.50	0.00067
381055.81	3761105.50	0.00065	381070.50	3761105.25	0.00062
381085.19	3761105.00	0.00059	381099.81	3761105.00	0.00056
381114.50	3761104.75	0.00053	381129.19	3761104.50	0.00050
381143.91	3761104.50	0.00048	381158.59	3761104.25	0.00047
381173.31	3761104.25	0.00045	381188.00	3761104.00	0.00044
381188.19	3761118.50	0.00047	381188.31	3761133.00	0.00050
381188.50	3761147.50	0.00053	381188.59	3761162.00	0.00057
381188.81	3761176.50	0.00062	381188.91	3761191.00	0.00067
381189.00	3761205.50	0.00073	381189.19	3761220.00	0.00079
381189.31	3761234.50	0.00087	381189.50	3761249.00	0.00095
381189.69	3761263.50	0.00105	381189.81	3761278.00	0.00116
381190.00	3761292.50	0.00129	381190.09	3761307.00	0.00144
381190.19	3761321.50	0.00162	381190.41	3761336.00	0.00185
381190.50	3761350.50	0.00214	381190.69	3761365.00	0.00250
381190.81	3761379.50	0.00297	381191.00	3761394.00	0.00355
381178.69	3761394.00	0.00358	381166.31	3761394.00	0.00361
381154.00	3761394.00	0.00364	381154.31	3761408.25	0.00442
381154.69	3761422.75	0.00541	381155.00	3761437.00	0.00659
381167.31	3761436.75	0.00641	381179.69	3761436.25	0.00621
381192.00	3761436.00	0.00603	381192.00	3761444.00	0.00666
381192.00	3761452.00	0.00733	381177.31	3761452.25	0.00765
381162.59	3761452.50	0.00798	381147.91	3761452.75	0.00833
381133.19	3761453.00	0.00868	381118.50	3761453.25	0.00904
381103.81	3761453.50	0.00941	381089.19	3761453.50	0.00974
381074.50	3761453.75	0.01010	381059.81	3761454.00	0.01045
381045.09	3761454.25	0.01079	381030.41	3761454.50	0.01110
381015.69	3761454.75	0.01137	381001.00	3761455.00	0.01160
381001.00	3761440.50	0.00847	381001.00	3761426.00	0.00645
381001.00	3761411.50	0.00511	381001.00	3761396.75	0.00414

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 7 ***
INCLUDING SOURCE(S): 7 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381001.00	3761382.25	0.00343	381001.00	3761367.75	0.00287
381001.00	3761353.25	0.00245	381001.00	3761338.75	0.00212
381001.00	3761324.00	0.00187	381001.00	3761309.50	0.00169
381001.00	3761295.00	0.00156	381001.00	3761280.50	0.00145
381001.00	3761266.00	0.00137	381001.00	3761251.50	0.00129
381001.00	3761237.00	0.00123	381001.00	3761222.25	0.00116
381001.00	3761207.75	0.00110	381001.00	3761193.25	0.00104
381001.00	3761178.75	0.00098	381001.00	3761164.25	0.00093
381001.00	3761149.50	0.00087	381001.00	3761135.00	0.00082
381001.00	3761120.50	0.00077	381001.00	3761106.00	0.00072

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 8 ***
INCLUDING SOURCE(S): 8 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761106.00	0.01160	381017.00	3761106.00	0.01105
381037.00	3761106.00	0.01059	381057.00	3761106.00	0.01015
381077.00	3761106.00	0.00973	381097.00	3761106.00	0.00930
381117.00	3761106.00	0.00887	381137.00	3761106.00	0.00844
381157.00	3761106.00	0.00803	381177.00	3761106.00	0.00763
380997.00	3761126.00	0.01702	381017.00	3761126.00	0.01611
381037.00	3761126.00	0.01520	381057.00	3761126.00	0.01429
381077.00	3761126.00	0.01340	381097.00	3761126.00	0.01254
381117.00	3761126.00	0.01173	381137.00	3761126.00	0.01097
381157.00	3761126.00	0.01026	381177.00	3761126.00	0.00960
380997.00	3761146.00	0.02648	381017.00	3761146.00	0.02416
381037.00	3761146.00	0.02201	381057.00	3761146.00	0.02006
381077.00	3761146.00	0.01831	381097.00	3761146.00	0.01673
381117.00	3761146.00	0.01533	381137.00	3761146.00	0.01408
381157.00	3761146.00	0.01296	381177.00	3761146.00	0.01196
380997.00	3761166.00	0.04082	381017.00	3761166.00	0.03562
381037.00	3761166.00	0.03129	381057.00	3761166.00	0.02766
381077.00	3761166.00	0.02460	381097.00	3761166.00	0.02200
381117.00	3761166.00	0.01978	381137.00	3761166.00	0.01787
381157.00	3761166.00	0.01621	381177.00	3761166.00	0.01477
380997.00	3761186.00	0.06121	381017.00	3761186.00	0.05135
381037.00	3761186.00	0.04367	381057.00	3761186.00	0.03757
381077.00	3761186.00	0.03266	381097.00	3761186.00	0.02864
381117.00	3761186.00	0.02531	381137.00	3761186.00	0.02253
381157.00	3761186.00	0.02017	381177.00	3761186.00	0.01816
380997.00	3761206.00	0.08983	381017.00	3761206.00	0.07277
381037.00	3761206.00	0.06012	381057.00	3761206.00	0.05048
381077.00	3761206.00	0.04296	381097.00	3761206.00	0.03700
381117.00	3761206.00	0.03218	381137.00	3761206.00	0.02824
381157.00	3761206.00	0.02498	381177.00	3761206.00	0.02225
380997.00	3761226.00	0.12547	381017.00	3761226.00	0.09927
381037.00	3761226.00	0.08030	381057.00	3761226.00	0.06618
381077.00	3761226.00	0.05541	381097.00	3761226.00	0.04702
381117.00	3761226.00	0.04037	381137.00	3761226.00	0.03501
381157.00	3761226.00	0.03064	381177.00	3761226.00	0.02702
380997.00	3761246.00	0.15886	381017.00	3761246.00	0.12544
381037.00	3761246.00	0.10096	381057.00	3761246.00	0.08266
381077.00	3761246.00	0.06869	381097.00	3761246.00	0.05784
381117.00	3761246.00	0.04928	381137.00	3761246.00	0.04243
381157.00	3761246.00	0.03686	381177.00	3761246.00	0.03229

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 8 ***
INCLUDING SOURCE(S): 8 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761266.00	0.17796	381017.00	3761266.00	0.14348
381037.00	3761266.00	0.11698	381057.00	3761266.00	0.09649
381077.00	3761266.00	0.08049	381097.00	3761266.00	0.06787
381117.00	3761266.00	0.05781	381137.00	3761266.00	0.04969
381157.00	3761266.00	0.04307	381177.00	3761266.00	0.03763
380997.00	3761286.00	0.17760	381017.00	3761286.00	0.14852
381037.00	3761286.00	0.12438	381057.00	3761286.00	0.10462
381077.00	3761286.00	0.08852	381097.00	3761286.00	0.07539
381117.00	3761286.00	0.06466	381137.00	3761286.00	0.05584
381157.00	3761286.00	0.04855	381177.00	3761286.00	0.04249
380997.00	3761306.00	0.16186	381017.00	3761306.00	0.14122
381037.00	3761306.00	0.12241	381057.00	3761306.00	0.10582
381077.00	3761306.00	0.09148	381097.00	3761306.00	0.07924
381117.00	3761306.00	0.06886	381137.00	3761306.00	0.06007
381157.00	3761306.00	0.05264	381177.00	3761306.00	0.04633
380997.00	3761326.00	0.13923	381017.00	3761326.00	0.12618
381037.00	3761326.00	0.11324	381057.00	3761326.00	0.10089
381077.00	3761326.00	0.08947	381097.00	3761326.00	0.07915
381117.00	3761326.00	0.06999	381137.00	3761326.00	0.06193
381157.00	3761326.00	0.05490	381177.00	3761326.00	0.04878
380997.00	3761346.00	0.11686	381017.00	3761346.00	0.10869
381037.00	3761346.00	0.10037	381057.00	3761346.00	0.09196
381077.00	3761346.00	0.08366	381097.00	3761346.00	0.07571
381117.00	3761346.00	0.06826	381137.00	3761346.00	0.06143
381157.00	3761346.00	0.05523	381177.00	3761346.00	0.04967
380997.00	3761366.00	0.09826	381017.00	3761366.00	0.09245
381037.00	3761366.00	0.08694	381057.00	3761366.00	0.08137
381077.00	3761366.00	0.07569	381097.00	3761366.00	0.06997
381117.00	3761366.00	0.06434	381137.00	3761366.00	0.05893
381157.00	3761366.00	0.05381	381177.00	3761366.00	0.04905
380997.00	3761386.00	0.08402	381017.00	3761386.00	0.07906
381037.00	3761386.00	0.07489	381057.00	3761386.00	0.07099
381077.00	3761386.00	0.06710	381097.00	3761386.00	0.06312
381117.00	3761386.00	0.05908	381137.00	3761386.00	0.05502
381157.00	3761386.00	0.05104	381177.00	3761386.00	0.04719
380997.00	3761406.00	0.07337	381017.00	3761406.00	0.06863
381037.00	3761406.00	0.06495	381057.00	3761406.00	0.06184
381077.00	3761406.00	0.05898	381097.00	3761406.00	0.05616
381117.00	3761406.00	0.05329	381137.00	3761406.00	0.05036
381157.00	3761406.00	0.04738	380997.00	3761426.00	0.06528

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 8 ***
INCLUDING SOURCE(S): 8 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381017.00	3761426.00	0.06064	381037.00	3761426.00	0.05708
381057.00	3761426.00	0.05427	381077.00	3761426.00	0.05189
381097.00	3761426.00	0.04973	381117.00	3761426.00	0.04762
381137.00	3761426.00	0.04550	381157.00	3761426.00	0.04332
380997.00	3761446.00	0.05891	381017.00	3761446.00	0.05443
381037.00	3761446.00	0.05093	381057.00	3761446.00	0.04820
381077.00	3761446.00	0.04600	381097.00	3761446.00	0.04414
381117.00	3761446.00	0.04247	381137.00	3761446.00	0.04085
381157.00	3761446.00	0.03924	381177.00	3761446.00	0.03759
380997.00	3761106.00	0.01160	381011.69	3761105.75	0.01114
381026.41	3761105.75	0.01078	381041.09	3761105.50	0.01041
381055.81	3761105.50	0.01010	381070.50	3761105.25	0.00975
381085.19	3761105.00	0.00940	381099.81	3761105.00	0.00910
381114.50	3761104.75	0.00877	381129.19	3761104.50	0.00844
381143.91	3761104.50	0.00814	381158.59	3761104.25	0.00782
381173.31	3761104.25	0.00754	381188.00	3761104.00	0.00725
381188.19	3761118.50	0.00852	381188.31	3761133.00	0.00998
381188.50	3761147.50	0.01161	381188.59	3761162.00	0.01347
381188.81	3761176.50	0.01557	381188.91	3761191.00	0.01798
381189.00	3761205.50	0.02071	381189.19	3761220.00	0.02376
381189.31	3761234.50	0.02709	381189.50	3761249.00	0.03057
381189.69	3761263.50	0.03407	381189.81	3761278.00	0.03741
381190.00	3761292.50	0.04039	381190.09	3761307.00	0.04288
381190.19	3761321.50	0.04475	381190.41	3761336.00	0.04588
381190.50	3761350.50	0.04632	381190.69	3761365.00	0.04606
381190.81	3761379.50	0.04519	381191.00	3761394.00	0.04380
381178.69	3761394.00	0.04588	381166.31	3761394.00	0.04802
381154.00	3761394.00	0.05018	381154.31	3761408.25	0.04733
381154.69	3761422.75	0.04426	381155.00	3761437.00	0.04124
381167.31	3761436.75	0.04014	381179.69	3761436.25	0.03904
381192.00	3761436.00	0.03788	381192.00	3761444.00	0.03663
381192.00	3761452.00	0.03538	381177.31	3761452.25	0.03647
381162.59	3761452.50	0.03754	381147.91	3761452.75	0.03858
381133.19	3761453.00	0.03961	381118.50	3761453.25	0.04065
381103.81	3761453.50	0.04173	381089.19	3761453.50	0.04296
381074.50	3761453.75	0.04427	381059.81	3761454.00	0.04580
381045.09	3761454.25	0.04761	381030.41	3761454.50	0.04979
381015.69	3761454.75	0.05240	381001.00	3761455.00	0.05550
381001.00	3761440.50	0.05953	381001.00	3761426.00	0.06425
381001.00	3761411.50	0.06988	381001.00	3761396.75	0.07685

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 8 ***
INCLUDING SOURCE(S): 8 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381001.00	3761382.25	0.08528	381001.00	3761367.75	0.09565
381001.00	3761353.25	0.10817	381001.00	3761338.75	0.12273
381001.00	3761324.00	0.13884	381001.00	3761309.50	0.15424
381001.00	3761295.00	0.16660	381001.00	3761280.50	0.17282
381001.00	3761266.00	0.17032	381001.00	3761251.50	0.15817
381001.00	3761237.00	0.13794	381001.00	3761222.25	0.11300
381001.00	3761207.75	0.08871	381001.00	3761193.25	0.06783
381001.00	3761178.75	0.05124	381001.00	3761164.25	0.03831
381001.00	3761149.50	0.02806	381001.00	3761135.00	0.02044
381001.00	3761120.50	0.01503	381001.00	3761106.00	0.01148

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 9 ***
INCLUDING SOURCE(S): 9 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761106.00	0.08958	381017.00	3761106.00	0.08301
381037.00	3761106.00	0.07783	381057.00	3761106.00	0.07371
381077.00	3761106.00	0.07028	381097.00	3761106.00	0.06726
381117.00	3761106.00	0.06444	381137.00	3761106.00	0.06169
381157.00	3761106.00	0.05894	381177.00	3761106.00	0.05616
380997.00	3761126.00	0.08124	381017.00	3761126.00	0.07503
381037.00	3761126.00	0.07003	381057.00	3761126.00	0.06604
381077.00	3761126.00	0.06282	381097.00	3761126.00	0.06012
381117.00	3761126.00	0.05775	381137.00	3761126.00	0.05555
381157.00	3761126.00	0.05342	381177.00	3761126.00	0.05130
380997.00	3761146.00	0.07427	381017.00	3761146.00	0.06851
381037.00	3761146.00	0.06373	381057.00	3761146.00	0.05985
381077.00	3761146.00	0.05672	381097.00	3761146.00	0.05415
381117.00	3761146.00	0.05199	381137.00	3761146.00	0.05010
381157.00	3761146.00	0.04835	381177.00	3761146.00	0.04667
380997.00	3761166.00	0.06826	381017.00	3761166.00	0.06301
381037.00	3761166.00	0.05853	381057.00	3761166.00	0.05479
381077.00	3761166.00	0.05172	381097.00	3761166.00	0.04922
381117.00	3761166.00	0.04715	381137.00	3761166.00	0.04539
381157.00	3761166.00	0.04385	381177.00	3761166.00	0.04244
380997.00	3761186.00	0.06298	381017.00	3761186.00	0.05827
381037.00	3761186.00	0.05412	381057.00	3761186.00	0.05057
381077.00	3761186.00	0.04759	381097.00	3761186.00	0.04513
381117.00	3761186.00	0.04310	381137.00	3761186.00	0.04140
381157.00	3761186.00	0.03996	381177.00	3761186.00	0.03869
380997.00	3761206.00	0.05825	381017.00	3761206.00	0.05408
381037.00	3761206.00	0.05029	381057.00	3761206.00	0.04697
381077.00	3761206.00	0.04412	381097.00	3761206.00	0.04172
381117.00	3761206.00	0.03971	381137.00	3761206.00	0.03804
381157.00	3761206.00	0.03663	381177.00	3761206.00	0.03543
380997.00	3761226.00	0.05399	381017.00	3761226.00	0.05032
381037.00	3761226.00	0.04691	381057.00	3761226.00	0.04383
381077.00	3761226.00	0.04114	381097.00	3761226.00	0.03882
381117.00	3761226.00	0.03685	381137.00	3761226.00	0.03520
381157.00	3761226.00	0.03381	381177.00	3761226.00	0.03264
380997.00	3761246.00	0.05011	381017.00	3761246.00	0.04691
381037.00	3761246.00	0.04386	381057.00	3761246.00	0.04105
381077.00	3761246.00	0.03853	381097.00	3761246.00	0.03632
381117.00	3761246.00	0.03442	381137.00	3761246.00	0.03279
381157.00	3761246.00	0.03141	381177.00	3761246.00	0.03025

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 9 ***
INCLUDING SOURCE(S): 9 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761266.00	0.04658	381017.00	3761266.00	0.04381
381037.00	3761266.00	0.04110	381057.00	3761266.00	0.03855
381077.00	3761266.00	0.03622	381097.00	3761266.00	0.03413
381117.00	3761266.00	0.03230	381137.00	3761266.00	0.03072
381157.00	3761266.00	0.02936	381177.00	3761266.00	0.02820
380997.00	3761286.00	0.04334	381017.00	3761286.00	0.04095
381037.00	3761286.00	0.03857	381057.00	3761286.00	0.03627
381077.00	3761286.00	0.03413	381097.00	3761286.00	0.03218
381117.00	3761286.00	0.03044	381137.00	3761286.00	0.02891
381157.00	3761286.00	0.02758	381177.00	3761286.00	0.02643
380997.00	3761306.00	0.04039	381017.00	3761306.00	0.03833
381037.00	3761306.00	0.03624	381057.00	3761306.00	0.03418
381077.00	3761306.00	0.03223	381097.00	3761306.00	0.03042
381117.00	3761306.00	0.02878	381137.00	3761306.00	0.02732
381157.00	3761306.00	0.02602	381177.00	3761306.00	0.02490
380997.00	3761326.00	0.03767	381017.00	3761326.00	0.03591
381037.00	3761326.00	0.03408	381057.00	3761326.00	0.03225
381077.00	3761326.00	0.03048	381097.00	3761326.00	0.02882
381117.00	3761326.00	0.02728	381137.00	3761326.00	0.02589
381157.00	3761326.00	0.02465	381177.00	3761326.00	0.02355
380997.00	3761346.00	0.03519	381017.00	3761346.00	0.03367
381037.00	3761346.00	0.03208	381057.00	3761346.00	0.03046
381077.00	3761346.00	0.02886	381097.00	3761346.00	0.02734
381117.00	3761346.00	0.02591	381137.00	3761346.00	0.02460
381157.00	3761346.00	0.02341	381177.00	3761346.00	0.02235
380997.00	3761366.00	0.03291	381017.00	3761366.00	0.03161
381037.00	3761366.00	0.03022	381057.00	3761366.00	0.02879
381077.00	3761366.00	0.02736	381097.00	3761366.00	0.02597
381117.00	3761366.00	0.02465	381137.00	3761366.00	0.02342
381157.00	3761366.00	0.02229	381177.00	3761366.00	0.02127
380997.00	3761386.00	0.03082	381017.00	3761386.00	0.02970
381037.00	3761386.00	0.02850	381057.00	3761386.00	0.02723
381077.00	3761386.00	0.02595	381097.00	3761386.00	0.02469
381117.00	3761386.00	0.02348	381137.00	3761386.00	0.02233
381157.00	3761386.00	0.02127	381177.00	3761386.00	0.02030
380997.00	3761406.00	0.02890	381017.00	3761406.00	0.02794
381037.00	3761406.00	0.02689	381057.00	3761406.00	0.02578
381077.00	3761406.00	0.02464	381097.00	3761406.00	0.02350
381117.00	3761406.00	0.02238	381137.00	3761406.00	0.02132
381157.00	3761406.00	0.02032	380997.00	3761426.00	0.02713

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 9 ***
INCLUDING SOURCE(S): 9 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381017.00	3761426.00	0.02631	381037.00	3761426.00	0.02540
381057.00	3761426.00	0.02442	381077.00	3761426.00	0.02341
381097.00	3761426.00	0.02238	381117.00	3761426.00	0.02136
381137.00	3761426.00	0.02038	381157.00	3761426.00	0.01945
380997.00	3761446.00	0.02551	381017.00	3761446.00	0.02480
381037.00	3761446.00	0.02401	381057.00	3761446.00	0.02315
381077.00	3761446.00	0.02225	381097.00	3761446.00	0.02132
381117.00	3761446.00	0.02040	381137.00	3761446.00	0.01950
381157.00	3761446.00	0.01863	381177.00	3761446.00	0.01781
380997.00	3761106.00	0.08958	381011.69	3761105.75	0.08471
381026.41	3761105.75	0.08053	381041.09	3761105.50	0.07713
381055.81	3761105.50	0.07414	381070.50	3761105.25	0.07165
381085.19	3761105.00	0.06941	381099.81	3761105.00	0.06724
381114.50	3761104.75	0.06524	381129.19	3761104.50	0.06327
381143.91	3761104.50	0.06120	381158.59	3761104.25	0.05921
381173.31	3761104.25	0.05711	381188.00	3761104.00	0.05506
381188.19	3761118.50	0.05179	381188.31	3761133.00	0.04854
381188.50	3761147.50	0.04540	381188.59	3761162.00	0.04243
381188.81	3761176.50	0.03967	381188.91	3761191.00	0.03715
381189.00	3761205.50	0.03486	381189.19	3761220.00	0.03279
381189.31	3761234.50	0.03094	381189.50	3761249.00	0.02928
381189.69	3761263.50	0.02779	381189.81	3761278.00	0.02646
381190.00	3761292.50	0.02525	381190.09	3761307.00	0.02417
381190.19	3761321.50	0.02318	381190.41	3761336.00	0.02228
381190.50	3761350.50	0.02145	381190.69	3761365.00	0.02069
381190.81	3761379.50	0.01998	381191.00	3761394.00	0.01931
381178.69	3761394.00	0.01985	381166.31	3761394.00	0.02043
381154.00	3761394.00	0.02103	381154.31	3761408.25	0.02035
381154.69	3761422.75	0.01969	381155.00	3761437.00	0.01908
381167.31	3761436.75	0.01856	381179.69	3761436.25	0.01807
381192.00	3761436.00	0.01759	381192.00	3761444.00	0.01730
381192.00	3761452.00	0.01702	381177.31	3761452.25	0.01757
381162.59	3761452.50	0.01815	381147.91	3761452.75	0.01875
381133.19	3761453.00	0.01937	381118.50	3761453.25	0.02000
381103.81	3761453.50	0.02064	381089.19	3761453.50	0.02129
381074.50	3761453.75	0.02193	381059.81	3761454.00	0.02255
381045.09	3761454.25	0.02314	381030.41	3761454.50	0.02370
381015.69	3761454.75	0.02423	381001.00	3761455.00	0.02470
381001.00	3761440.50	0.02580	381001.00	3761426.00	0.02698
381001.00	3761411.50	0.02822	381001.00	3761396.75	0.02957

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 9 ***
INCLUDING SOURCE(S): 9 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381001.00	3761382.25	0.03098	381001.00	3761367.75	0.03247
381001.00	3761353.25	0.03406	381001.00	3761338.75	0.03575
381001.00	3761324.00	0.03758	381001.00	3761309.50	0.03950
381001.00	3761295.00	0.04154	381001.00	3761280.50	0.04371
381001.00	3761266.00	0.04602	381001.00	3761251.50	0.04849
381001.00	3761237.00	0.05112	381001.00	3761222.25	0.05399
381001.00	3761207.75	0.05701	381001.00	3761193.25	0.06027
381001.00	3761178.75	0.06379	381001.00	3761164.25	0.06764
381001.00	3761149.50	0.07194	381001.00	3761135.00	0.07666
381001.00	3761120.50	0.08200	381001.00	3761106.00	0.08814

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 10 ***
INCLUDING SOURCE(S): 10A , 10B , 10C ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761106.00	0.00392	381017.00	3761106.00	0.00384
381037.00	3761106.00	0.00373	381057.00	3761106.00	0.00360
381077.00	3761106.00	0.00346	381097.00	3761106.00	0.00331
381117.00	3761106.00	0.00314	381137.00	3761106.00	0.00295
381157.00	3761106.00	0.00273	381177.00	3761106.00	0.00248
380997.00	3761126.00	0.00431	381017.00	3761126.00	0.00423
381037.00	3761126.00	0.00413	381057.00	3761126.00	0.00399
381077.00	3761126.00	0.00384	381097.00	3761126.00	0.00367
381117.00	3761126.00	0.00348	381137.00	3761126.00	0.00327
381157.00	3761126.00	0.00303	381177.00	3761126.00	0.00275
380997.00	3761146.00	0.00474	381017.00	3761146.00	0.00468
381037.00	3761146.00	0.00458	381057.00	3761146.00	0.00444
381077.00	3761146.00	0.00428	381097.00	3761146.00	0.00409
381117.00	3761146.00	0.00388	381137.00	3761146.00	0.00364
381157.00	3761146.00	0.00337	381177.00	3761146.00	0.00307
380997.00	3761166.00	0.00520	381017.00	3761166.00	0.00517
381037.00	3761166.00	0.00509	381057.00	3761166.00	0.00495
381077.00	3761166.00	0.00478	381097.00	3761166.00	0.00457
381117.00	3761166.00	0.00434	381137.00	3761166.00	0.00408
381157.00	3761166.00	0.00378	381177.00	3761166.00	0.00343
380997.00	3761186.00	0.00571	381017.00	3761186.00	0.00572
381037.00	3761186.00	0.00566	381057.00	3761186.00	0.00554
381077.00	3761186.00	0.00536	381097.00	3761186.00	0.00514
381117.00	3761186.00	0.00488	381137.00	3761186.00	0.00459
381157.00	3761186.00	0.00425	381177.00	3761186.00	0.00386
380997.00	3761206.00	0.00625	381017.00	3761206.00	0.00631
381037.00	3761206.00	0.00630	381057.00	3761206.00	0.00621
381077.00	3761206.00	0.00604	381097.00	3761206.00	0.00581
381117.00	3761206.00	0.00552	381137.00	3761206.00	0.00519
381157.00	3761206.00	0.00481	381177.00	3761206.00	0.00437
380997.00	3761226.00	0.00681	381017.00	3761226.00	0.00695
381037.00	3761226.00	0.00700	381057.00	3761226.00	0.00696
381077.00	3761226.00	0.00682	381097.00	3761226.00	0.00659
381117.00	3761226.00	0.00628	381137.00	3761226.00	0.00590
381157.00	3761226.00	0.00547	381177.00	3761226.00	0.00498
380997.00	3761246.00	0.00739	381017.00	3761246.00	0.00762
381037.00	3761246.00	0.00776	381057.00	3761246.00	0.00780
381077.00	3761246.00	0.00771	381097.00	3761246.00	0.00750
381117.00	3761246.00	0.00718	381137.00	3761246.00	0.00676
381157.00	3761246.00	0.00627	381177.00	3761246.00	0.00570

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 10 ***
INCLUDING SOURCE(S): 10A , 10B , 10C ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761266.00	0.00795	381017.00	3761266.00	0.00830
381037.00	3761266.00	0.00856	381057.00	3761266.00	0.00871
381077.00	3761266.00	0.00871	381097.00	3761266.00	0.00856
381117.00	3761266.00	0.00824	381137.00	3761266.00	0.00779
381157.00	3761266.00	0.00723	381177.00	3761266.00	0.00657
380997.00	3761286.00	0.00848	381017.00	3761286.00	0.00897
381037.00	3761286.00	0.00938	381057.00	3761286.00	0.00968
381077.00	3761286.00	0.00982	381097.00	3761286.00	0.00976
381117.00	3761286.00	0.00950	381137.00	3761286.00	0.00904
381157.00	3761286.00	0.00841	381177.00	3761286.00	0.00765
380997.00	3761306.00	0.00896	381017.00	3761306.00	0.00959
381037.00	3761306.00	0.01018	381057.00	3761306.00	0.01066
381077.00	3761306.00	0.01100	381097.00	3761306.00	0.01111
381117.00	3761306.00	0.01097	381137.00	3761306.00	0.01054
381157.00	3761306.00	0.00986	381177.00	3761306.00	0.00897
380997.00	3761326.00	0.00935	381017.00	3761326.00	0.01014
381037.00	3761326.00	0.01091	381057.00	3761326.00	0.01163
381077.00	3761326.00	0.01221	381097.00	3761326.00	0.01257
381117.00	3761326.00	0.01263	381137.00	3761326.00	0.01232
381157.00	3761326.00	0.01164	381177.00	3761326.00	0.01063
380997.00	3761346.00	0.00965	381017.00	3761346.00	0.01057
381037.00	3761346.00	0.01154	381057.00	3761346.00	0.01250
381077.00	3761346.00	0.01337	381097.00	3761346.00	0.01407
381117.00	3761346.00	0.01445	381137.00	3761346.00	0.01439
381157.00	3761346.00	0.01381	381177.00	3761346.00	0.01272
380997.00	3761366.00	0.00988	381017.00	3761366.00	0.01090
381037.00	3761366.00	0.01202	381057.00	3761366.00	0.01322
381077.00	3761366.00	0.01441	381097.00	3761366.00	0.01550
381117.00	3761366.00	0.01632	381137.00	3761366.00	0.01669
381157.00	3761366.00	0.01640	381177.00	3761366.00	0.01536
380997.00	3761386.00	0.01009	381017.00	3761386.00	0.01116
381037.00	3761386.00	0.01238	381057.00	3761386.00	0.01375
381077.00	3761386.00	0.01522	381097.00	3761386.00	0.01672
381117.00	3761386.00	0.01809	381137.00	3761386.00	0.01907
381157.00	3761386.00	0.01935	381177.00	3761386.00	0.01862
380997.00	3761406.00	0.01033	381017.00	3761406.00	0.01141
381037.00	3761406.00	0.01267	381057.00	3761406.00	0.01413
381077.00	3761406.00	0.01579	381097.00	3761406.00	0.01763
381117.00	3761406.00	0.01954	381137.00	3761406.00	0.02126
381157.00	3761406.00	0.02242	380997.00	3761426.00	0.01063

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 10 ***
INCLUDING SOURCE(S): 10A , 10B , 10C ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381017.00	3761426.00	0.01172	381037.00	3761426.00	0.01298
381057.00	3761426.00	0.01446	381077.00	3761426.00	0.01620
381097.00	3761426.00	0.01822	381117.00	3761426.00	0.02051
381137.00	3761426.00	0.02294	381157.00	3761426.00	0.02517
380997.00	3761446.00	0.01096	381017.00	3761446.00	0.01208
381037.00	3761446.00	0.01337	381057.00	3761446.00	0.01486
381077.00	3761446.00	0.01660	381097.00	3761446.00	0.01865
381117.00	3761446.00	0.02108	381137.00	3761446.00	0.02391
381157.00	3761446.00	0.02705	381177.00	3761446.00	0.02999
380997.00	3761106.00	0.00392	381011.69	3761105.75	0.00386
381026.41	3761105.75	0.00378	381041.09	3761105.50	0.00370
381055.81	3761105.50	0.00360	381070.50	3761105.25	0.00350
381085.19	3761105.00	0.00339	381099.81	3761105.00	0.00327
381114.50	3761104.75	0.00314	381129.19	3761104.50	0.00300
381143.91	3761104.50	0.00285	381158.59	3761104.25	0.00268
381173.31	3761104.25	0.00250	381188.00	3761104.00	0.00230
381188.19	3761118.50	0.00248	381188.31	3761133.00	0.00268
381188.50	3761147.50	0.00289	381188.59	3761162.00	0.00314
381188.81	3761176.50	0.00341	381188.91	3761191.00	0.00372
381189.00	3761205.50	0.00407	381189.19	3761220.00	0.00446
381189.31	3761234.50	0.00491	381189.50	3761249.00	0.00541
381189.69	3761263.50	0.00600	381189.81	3761278.00	0.00667
381190.00	3761292.50	0.00745	381190.09	3761307.00	0.00837
381190.19	3761321.50	0.00946	381190.41	3761336.00	0.01073
381190.50	3761350.50	0.01227	381190.69	3761365.00	0.01411
381190.81	3761379.50	0.01633	381191.00	3761394.00	0.01897
381178.69	3761394.00	0.01999	381166.31	3761394.00	0.02051
381154.00	3761394.00	0.02055	381154.31	3761408.25	0.02264
381154.69	3761422.75	0.02457	381155.00	3761437.00	0.02607
381167.31	3761436.75	0.02759	381179.69	3761436.25	0.02862
381192.00	3761436.00	0.02889	381192.00	3761444.00	0.03088
381192.00	3761452.00	0.03266	381177.31	3761452.25	0.03084
381162.59	3761452.50	0.02839	381147.91	3761452.75	0.02588
381133.19	3761453.00	0.02353	381118.50	3761453.25	0.02145
381103.81	3761453.50	0.01961	381089.19	3761453.50	0.01799
381074.50	3761453.75	0.01656	381059.81	3761454.00	0.01528
381045.09	3761454.25	0.01413	381030.41	3761454.50	0.01310
381015.69	3761454.75	0.01217	381001.00	3761455.00	0.01132
381001.00	3761440.50	0.01108	381001.00	3761426.00	0.01084
381001.00	3761411.50	0.01061	381001.00	3761396.75	0.01042

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 10 ***
INCLUDING SOURCE(S): 10A , 10B , 10C ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381001.00	3761382.25	0.01025	381001.00	3761367.75	0.01009
381001.00	3761353.25	0.00992	381001.00	3761338.75	0.00972
381001.00	3761324.00	0.00946	381001.00	3761309.50	0.00916
381001.00	3761295.00	0.00882	381001.00	3761280.50	0.00844
381001.00	3761266.00	0.00803	381001.00	3761251.50	0.00760
381001.00	3761237.00	0.00717	381001.00	3761222.25	0.00674
381001.00	3761207.75	0.00632	381001.00	3761193.25	0.00591
381001.00	3761178.75	0.00553	381001.00	3761164.25	0.00516
381001.00	3761149.50	0.00481	381001.00	3761135.00	0.00448
381001.00	3761120.50	0.00418	381001.00	3761106.00	0.00390

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 11 ***
INCLUDING SOURCE(S): 11 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761106.00	0.00031	381017.00	3761106.00	0.00030
381037.00	3761106.00	0.00028	381057.00	3761106.00	0.00027
381077.00	3761106.00	0.00025	381097.00	3761106.00	0.00024
381117.00	3761106.00	0.00023	381137.00	3761106.00	0.00022
381157.00	3761106.00	0.00021	381177.00	3761106.00	0.00020
380997.00	3761126.00	0.00036	381017.00	3761126.00	0.00034
381037.00	3761126.00	0.00032	381057.00	3761126.00	0.00030
381077.00	3761126.00	0.00029	381097.00	3761126.00	0.00027
381117.00	3761126.00	0.00026	381137.00	3761126.00	0.00024
381157.00	3761126.00	0.00023	381177.00	3761126.00	0.00022
380997.00	3761146.00	0.00042	381017.00	3761146.00	0.00039
381037.00	3761146.00	0.00037	381057.00	3761146.00	0.00034
381077.00	3761146.00	0.00032	381097.00	3761146.00	0.00031
381117.00	3761146.00	0.00029	381137.00	3761146.00	0.00027
381157.00	3761146.00	0.00026	381177.00	3761146.00	0.00025
380997.00	3761166.00	0.00048	381017.00	3761166.00	0.00045
381037.00	3761166.00	0.00042	381057.00	3761166.00	0.00039
381077.00	3761166.00	0.00037	381097.00	3761166.00	0.00034
381117.00	3761166.00	0.00032	381137.00	3761166.00	0.00031
381157.00	3761166.00	0.00029	381177.00	3761166.00	0.00027
380997.00	3761186.00	0.00055	381017.00	3761186.00	0.00051
381037.00	3761186.00	0.00048	381057.00	3761186.00	0.00044
381077.00	3761186.00	0.00042	381097.00	3761186.00	0.00039
381117.00	3761186.00	0.00036	381137.00	3761186.00	0.00034
381157.00	3761186.00	0.00032	381177.00	3761186.00	0.00030
380997.00	3761206.00	0.00064	381017.00	3761206.00	0.00059
381037.00	3761206.00	0.00054	381057.00	3761206.00	0.00050
381077.00	3761206.00	0.00047	381097.00	3761206.00	0.00044
381117.00	3761206.00	0.00041	381137.00	3761206.00	0.00038
381157.00	3761206.00	0.00036	381177.00	3761206.00	0.00034
380997.00	3761226.00	0.00073	381017.00	3761226.00	0.00067
381037.00	3761226.00	0.00061	381057.00	3761226.00	0.00057
381077.00	3761226.00	0.00053	381097.00	3761226.00	0.00049
381117.00	3761226.00	0.00046	381137.00	3761226.00	0.00043
381157.00	3761226.00	0.00040	381177.00	3761226.00	0.00037
380997.00	3761246.00	0.00082	381017.00	3761246.00	0.00075
381037.00	3761246.00	0.00069	381057.00	3761246.00	0.00064
381077.00	3761246.00	0.00059	381097.00	3761246.00	0.00055
381117.00	3761246.00	0.00051	381137.00	3761246.00	0.00047
381157.00	3761246.00	0.00044	381177.00	3761246.00	0.00041

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 11 ***
INCLUDING SOURCE(S): 11 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761266.00	0.00091	381017.00	3761266.00	0.00084
381037.00	3761266.00	0.00077	381057.00	3761266.00	0.00071
381077.00	3761266.00	0.00065	381097.00	3761266.00	0.00060
381117.00	3761266.00	0.00056	381137.00	3761266.00	0.00052
381157.00	3761266.00	0.00049	381177.00	3761266.00	0.00045
380997.00	3761286.00	0.00100	381017.00	3761286.00	0.00092
381037.00	3761286.00	0.00084	381057.00	3761286.00	0.00078
381077.00	3761286.00	0.00072	381097.00	3761286.00	0.00066
381117.00	3761286.00	0.00061	381137.00	3761286.00	0.00057
381157.00	3761286.00	0.00053	381177.00	3761286.00	0.00050
380997.00	3761306.00	0.00108	381017.00	3761306.00	0.00099
381037.00	3761306.00	0.00091	381057.00	3761306.00	0.00084
381077.00	3761306.00	0.00077	381097.00	3761306.00	0.00072
381117.00	3761306.00	0.00067	381137.00	3761306.00	0.00062
381157.00	3761306.00	0.00058	381177.00	3761306.00	0.00054
380997.00	3761326.00	0.00115	381017.00	3761326.00	0.00105
381037.00	3761326.00	0.00097	381057.00	3761326.00	0.00090
381077.00	3761326.00	0.00083	381097.00	3761326.00	0.00077
381117.00	3761326.00	0.00071	381137.00	3761326.00	0.00066
381157.00	3761326.00	0.00062	381177.00	3761326.00	0.00058
380997.00	3761346.00	0.00120	381017.00	3761346.00	0.00110
381037.00	3761346.00	0.00102	381057.00	3761346.00	0.00094
381077.00	3761346.00	0.00087	381097.00	3761346.00	0.00081
381117.00	3761346.00	0.00075	381137.00	3761346.00	0.00070
381157.00	3761346.00	0.00066	381177.00	3761346.00	0.00061
380997.00	3761366.00	0.00123	381017.00	3761366.00	0.00114
381037.00	3761366.00	0.00106	381057.00	3761366.00	0.00098
381077.00	3761366.00	0.00091	381097.00	3761366.00	0.00085
381117.00	3761366.00	0.00079	381137.00	3761366.00	0.00074
381157.00	3761366.00	0.00069	381177.00	3761366.00	0.00064
380997.00	3761386.00	0.00124	381017.00	3761386.00	0.00116
381037.00	3761386.00	0.00108	381057.00	3761386.00	0.00100
381077.00	3761386.00	0.00094	381097.00	3761386.00	0.00087
381117.00	3761386.00	0.00082	381137.00	3761386.00	0.00076
381157.00	3761386.00	0.00072	381177.00	3761386.00	0.00067
380997.00	3761406.00	0.00123	381017.00	3761406.00	0.00116
381037.00	3761406.00	0.00108	381057.00	3761406.00	0.00101
381077.00	3761406.00	0.00095	381097.00	3761406.00	0.00089
381117.00	3761406.00	0.00083	381137.00	3761406.00	0.00078
381157.00	3761406.00	0.00074	380997.00	3761426.00	0.00121

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 11 ***
INCLUDING SOURCE(S): 11 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381017.00	3761426.00	0.00114	381037.00	3761426.00	0.00107
381057.00	3761426.00	0.00101	381077.00	3761426.00	0.00095
381097.00	3761426.00	0.00090	381117.00	3761426.00	0.00084
381137.00	3761426.00	0.00080	381157.00	3761426.00	0.00075
380997.00	3761446.00	0.00117	381017.00	3761446.00	0.00111
381037.00	3761446.00	0.00105	381057.00	3761446.00	0.00100
381077.00	3761446.00	0.00094	381097.00	3761446.00	0.00089
381117.00	3761446.00	0.00084	381137.00	3761446.00	0.00080
381157.00	3761446.00	0.00076	381177.00	3761446.00	0.00071
380997.00	3761106.00	0.00031	381011.69	3761105.75	0.00030
381026.41	3761105.75	0.00029	381041.09	3761105.50	0.00028
381055.81	3761105.50	0.00027	381070.50	3761105.25	0.00026
381085.19	3761105.00	0.00025	381099.81	3761105.00	0.00024
381114.50	3761104.75	0.00023	381129.19	3761104.50	0.00022
381143.91	3761104.50	0.00021	381158.59	3761104.25	0.00020
381173.31	3761104.25	0.00020	381188.00	3761104.00	0.00019
381188.19	3761118.50	0.00021	381188.31	3761133.00	0.00022
381188.50	3761147.50	0.00024	381188.59	3761162.00	0.00026
381188.81	3761176.50	0.00028	381188.91	3761191.00	0.00030
381189.00	3761205.50	0.00032	381189.19	3761220.00	0.00035
381189.31	3761234.50	0.00038	381189.50	3761249.00	0.00040
381189.69	3761263.50	0.00043	381189.81	3761278.00	0.00046
381190.00	3761292.50	0.00049	381190.09	3761307.00	0.00052
381190.19	3761321.50	0.00054	381190.41	3761336.00	0.00057
381190.50	3761350.50	0.00059	381190.69	3761365.00	0.00061
381190.81	3761379.50	0.00063	381191.00	3761394.00	0.00065
381178.69	3761394.00	0.00068	381166.31	3761394.00	0.00070
381154.00	3761394.00	0.00073	381154.31	3761408.25	0.00074
381154.69	3761422.75	0.00075	381155.00	3761437.00	0.00076
381167.31	3761436.75	0.00073	381179.69	3761436.25	0.00071
381192.00	3761436.00	0.00068	381192.00	3761444.00	0.00068
381192.00	3761452.00	0.00069	381177.31	3761452.25	0.00071
381162.59	3761452.50	0.00074	381147.91	3761452.75	0.00077
381133.19	3761453.00	0.00081	381118.50	3761453.25	0.00084
381103.81	3761453.50	0.00087	381089.19	3761453.50	0.00091
381074.50	3761453.75	0.00095	381059.81	3761454.00	0.00098
381045.09	3761454.25	0.00102	381030.41	3761454.50	0.00106
381015.69	3761454.75	0.00110	381001.00	3761455.00	0.00114
381001.00	3761440.50	0.00117	381001.00	3761426.00	0.00120
381001.00	3761411.50	0.00121	381001.00	3761396.75	0.00122

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 11 ***
INCLUDING SOURCE(S): 11 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381001.00	3761382.25	0.00122	381001.00	3761367.75	0.00121
381001.00	3761353.25	0.00119	381001.00	3761338.75	0.00116
381001.00	3761324.00	0.00112	381001.00	3761309.50	0.00108
381001.00	3761295.00	0.00102	381001.00	3761280.50	0.00096
381001.00	3761266.00	0.00090	381001.00	3761251.50	0.00083
381001.00	3761237.00	0.00076	381001.00	3761222.25	0.00070
381001.00	3761207.75	0.00063	381001.00	3761193.25	0.00057
381001.00	3761178.75	0.00052	381001.00	3761164.25	0.00047
381001.00	3761149.50	0.00042	381001.00	3761135.00	0.00038
381001.00	3761120.50	0.00034	381001.00	3761106.00	0.00031

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 12 ***
INCLUDING SOURCE(S): 12 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761106.00	0.00081	381017.00	3761106.00	0.00071
381037.00	3761106.00	0.00062	381057.00	3761106.00	0.00055
381077.00	3761106.00	0.00049	381097.00	3761106.00	0.00044
381117.00	3761106.00	0.00041	381137.00	3761106.00	0.00037
381157.00	3761106.00	0.00034	381177.00	3761106.00	0.00032
380997.00	3761126.00	0.00078	381017.00	3761126.00	0.00068
381037.00	3761126.00	0.00060	381057.00	3761126.00	0.00053
381077.00	3761126.00	0.00047	381097.00	3761126.00	0.00043
381117.00	3761126.00	0.00039	381137.00	3761126.00	0.00036
381157.00	3761126.00	0.00033	381177.00	3761126.00	0.00031
380997.00	3761146.00	0.00074	381017.00	3761146.00	0.00065
381037.00	3761146.00	0.00058	381057.00	3761146.00	0.00051
381077.00	3761146.00	0.00046	381097.00	3761146.00	0.00041
381117.00	3761146.00	0.00038	381137.00	3761146.00	0.00035
381157.00	3761146.00	0.00032	381177.00	3761146.00	0.00030
380997.00	3761166.00	0.00071	381017.00	3761166.00	0.00063
381037.00	3761166.00	0.00056	381057.00	3761166.00	0.00050
381077.00	3761166.00	0.00044	381097.00	3761166.00	0.00040
381117.00	3761166.00	0.00036	381137.00	3761166.00	0.00033
381157.00	3761166.00	0.00031	381177.00	3761166.00	0.00029
380997.00	3761186.00	0.00067	381017.00	3761186.00	0.00060
381037.00	3761186.00	0.00054	381057.00	3761186.00	0.00048
381077.00	3761186.00	0.00043	381097.00	3761186.00	0.00039
381117.00	3761186.00	0.00035	381137.00	3761186.00	0.00032
381157.00	3761186.00	0.00030	381177.00	3761186.00	0.00028
380997.00	3761206.00	0.00064	381017.00	3761206.00	0.00058
381037.00	3761206.00	0.00052	381057.00	3761206.00	0.00046
381077.00	3761206.00	0.00042	381097.00	3761206.00	0.00038
381117.00	3761206.00	0.00034	381137.00	3761206.00	0.00031
381157.00	3761206.00	0.00029	381177.00	3761206.00	0.00027
380997.00	3761226.00	0.00061	381017.00	3761226.00	0.00055
381037.00	3761226.00	0.00050	381057.00	3761226.00	0.00045
381077.00	3761226.00	0.00040	381097.00	3761226.00	0.00037
381117.00	3761226.00	0.00033	381137.00	3761226.00	0.00030
381157.00	3761226.00	0.00028	381177.00	3761226.00	0.00026
380997.00	3761246.00	0.00058	381017.00	3761246.00	0.00053
381037.00	3761246.00	0.00048	381057.00	3761246.00	0.00044
381077.00	3761246.00	0.00039	381097.00	3761246.00	0.00036
381117.00	3761246.00	0.00032	381137.00	3761246.00	0.00029
381157.00	3761246.00	0.00027	381177.00	3761246.00	0.00025

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 12 ***
INCLUDING SOURCE(S): 12 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761266.00	0.00055	381017.00	3761266.00	0.00051
381037.00	3761266.00	0.00046	381057.00	3761266.00	0.00042
381077.00	3761266.00	0.00038	381097.00	3761266.00	0.00035
381117.00	3761266.00	0.00031	381137.00	3761266.00	0.00029
381157.00	3761266.00	0.00026	381177.00	3761266.00	0.00024
380997.00	3761286.00	0.00052	381017.00	3761286.00	0.00048
381037.00	3761286.00	0.00045	381057.00	3761286.00	0.00041
381077.00	3761286.00	0.00037	381097.00	3761286.00	0.00034
381117.00	3761286.00	0.00031	381137.00	3761286.00	0.00028
381157.00	3761286.00	0.00026	381177.00	3761286.00	0.00024
380997.00	3761306.00	0.00050	381017.00	3761306.00	0.00046
381037.00	3761306.00	0.00043	381057.00	3761306.00	0.00039
381077.00	3761306.00	0.00036	381097.00	3761306.00	0.00033
381117.00	3761306.00	0.00030	381137.00	3761306.00	0.00027
381157.00	3761306.00	0.00025	381177.00	3761306.00	0.00023
380997.00	3761326.00	0.00047	381017.00	3761326.00	0.00044
381037.00	3761326.00	0.00041	381057.00	3761326.00	0.00038
381077.00	3761326.00	0.00035	381097.00	3761326.00	0.00032
381117.00	3761326.00	0.00029	381137.00	3761326.00	0.00027
381157.00	3761326.00	0.00025	381177.00	3761326.00	0.00023
380997.00	3761346.00	0.00045	381017.00	3761346.00	0.00042
381037.00	3761346.00	0.00040	381057.00	3761346.00	0.00037
381077.00	3761346.00	0.00034	381097.00	3761346.00	0.00031
381117.00	3761346.00	0.00028	381137.00	3761346.00	0.00026
381157.00	3761346.00	0.00024	381177.00	3761346.00	0.00022
380997.00	3761366.00	0.00043	381017.00	3761366.00	0.00040
381037.00	3761366.00	0.00038	381057.00	3761366.00	0.00035
381077.00	3761366.00	0.00033	381097.00	3761366.00	0.00030
381117.00	3761366.00	0.00028	381137.00	3761366.00	0.00026
381157.00	3761366.00	0.00024	381177.00	3761366.00	0.00022
380997.00	3761386.00	0.00041	381017.00	3761386.00	0.00039
381037.00	3761386.00	0.00036	381057.00	3761386.00	0.00034
381077.00	3761386.00	0.00032	381097.00	3761386.00	0.00029
381117.00	3761386.00	0.00027	381137.00	3761386.00	0.00025
381157.00	3761386.00	0.00023	381177.00	3761386.00	0.00021
380997.00	3761406.00	0.00039	381017.00	3761406.00	0.00037
381037.00	3761406.00	0.00035	381057.00	3761406.00	0.00033
381077.00	3761406.00	0.00031	381097.00	3761406.00	0.00029
381117.00	3761406.00	0.00026	381137.00	3761406.00	0.00024
381157.00	3761406.00	0.00023	380997.00	3761426.00	0.00037

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 12 ***
INCLUDING SOURCE(S): 12 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381017.00	3761426.00	0.00036	381037.00	3761426.00	0.00034
381057.00	3761426.00	0.00032	381077.00	3761426.00	0.00030
381097.00	3761426.00	0.00028	381117.00	3761426.00	0.00026
381137.00	3761426.00	0.00024	381157.00	3761426.00	0.00022
380997.00	3761446.00	0.00036	381017.00	3761446.00	0.00034
381037.00	3761446.00	0.00032	381057.00	3761446.00	0.00031
381077.00	3761446.00	0.00029	381097.00	3761446.00	0.00027
381117.00	3761446.00	0.00025	381137.00	3761446.00	0.00023
381157.00	3761446.00	0.00022	381177.00	3761446.00	0.00020
380997.00	3761106.00	0.00081	381011.69	3761105.75	0.00074
381026.41	3761105.75	0.00067	381041.09	3761105.50	0.00061
381055.81	3761105.50	0.00055	381070.50	3761105.25	0.00051
381085.19	3761105.00	0.00047	381099.81	3761105.00	0.00044
381114.50	3761104.75	0.00041	381129.19	3761104.50	0.00039
381143.91	3761104.50	0.00036	381158.59	3761104.25	0.00034
381173.31	3761104.25	0.00032	381188.00	3761104.00	0.00030
381188.19	3761118.50	0.00030	381188.31	3761133.00	0.00029
381188.50	3761147.50	0.00028	381188.59	3761162.00	0.00028
381188.81	3761176.50	0.00027	381188.91	3761191.00	0.00026
381189.00	3761205.50	0.00026	381189.19	3761220.00	0.00025
381189.31	3761234.50	0.00024	381189.50	3761249.00	0.00024
381189.69	3761263.50	0.00023	381189.81	3761278.00	0.00023
381190.00	3761292.50	0.00022	381190.09	3761307.00	0.00022
381190.19	3761321.50	0.00022	381190.41	3761336.00	0.00021
381190.50	3761350.50	0.00021	381190.69	3761365.00	0.00021
381190.81	3761379.50	0.00020	381191.00	3761394.00	0.00020
381178.69	3761394.00	0.00021	381166.31	3761394.00	0.00022
381154.00	3761394.00	0.00023	381154.31	3761408.25	0.00023
381154.69	3761422.75	0.00022	381155.00	3761437.00	0.00022
381167.31	3761436.75	0.00021	381179.69	3761436.25	0.00020
381192.00	3761436.00	0.00019	381192.00	3761444.00	0.00019
381192.00	3761452.00	0.00019	381177.31	3761452.25	0.00020
381162.59	3761452.50	0.00021	381147.91	3761452.75	0.00022
381133.19	3761453.00	0.00023	381118.50	3761453.25	0.00025
381103.81	3761453.50	0.00026	381089.19	3761453.50	0.00027
381074.50	3761453.75	0.00029	381059.81	3761454.00	0.00030
381045.09	3761454.25	0.00031	381030.41	3761454.50	0.00032
381015.69	3761454.75	0.00034	381001.00	3761455.00	0.00035
381001.00	3761440.50	0.00036	381001.00	3761426.00	0.00037
381001.00	3761411.50	0.00038	381001.00	3761396.75	0.00040

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 12 ***
INCLUDING SOURCE(S): 12 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381001.00	3761382.25	0.00041	381001.00	3761367.75	0.00042
381001.00	3761353.25	0.00044	381001.00	3761338.75	0.00045
381001.00	3761324.00	0.00047	381001.00	3761309.50	0.00049
381001.00	3761295.00	0.00050	381001.00	3761280.50	0.00052
381001.00	3761266.00	0.00054	381001.00	3761251.50	0.00056
381001.00	3761237.00	0.00058	381001.00	3761222.25	0.00060
381001.00	3761207.75	0.00062	381001.00	3761193.25	0.00065
381001.00	3761178.75	0.00067	381001.00	3761164.25	0.00069
381001.00	3761149.50	0.00072	381001.00	3761135.00	0.00074
381001.00	3761120.50	0.00077	381001.00	3761106.00	0.00079

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 13 ***
INCLUDING SOURCE(S): 13 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761106.00	0.00953	381017.00	3761106.00	0.00788
381037.00	3761106.00	0.00660	381057.00	3761106.00	0.00560
381077.00	3761106.00	0.00480	381097.00	3761106.00	0.00416
381117.00	3761106.00	0.00363	381137.00	3761106.00	0.00320
381157.00	3761106.00	0.00283	381177.00	3761106.00	0.00253
380997.00	3761126.00	0.01117	381017.00	3761126.00	0.00928
381037.00	3761126.00	0.00779	381057.00	3761126.00	0.00661
381077.00	3761126.00	0.00566	381097.00	3761126.00	0.00489
381117.00	3761126.00	0.00426	381137.00	3761126.00	0.00373
381157.00	3761126.00	0.00330	381177.00	3761126.00	0.00293
380997.00	3761146.00	0.01204	381017.00	3761146.00	0.01018
381037.00	3761146.00	0.00865	381057.00	3761146.00	0.00740
381077.00	3761146.00	0.00637	381097.00	3761146.00	0.00552
381117.00	3761146.00	0.00482	381137.00	3761146.00	0.00423
381157.00	3761146.00	0.00374	381177.00	3761146.00	0.00332
380997.00	3761166.00	0.01204	381017.00	3761166.00	0.01043
381037.00	3761166.00	0.00904	381057.00	3761166.00	0.00785
381077.00	3761166.00	0.00684	381097.00	3761166.00	0.00598
381117.00	3761166.00	0.00526	381137.00	3761166.00	0.00464
381157.00	3761166.00	0.00411	381177.00	3761166.00	0.00366
380997.00	3761186.00	0.01132	381017.00	3761186.00	0.01008
381037.00	3761186.00	0.00894	381057.00	3761186.00	0.00792
381077.00	3761186.00	0.00701	381097.00	3761186.00	0.00622
381117.00	3761186.00	0.00552	381137.00	3761186.00	0.00491
381157.00	3761186.00	0.00439	381177.00	3761186.00	0.00393
380997.00	3761206.00	0.01018	381017.00	3761206.00	0.00931
381037.00	3761206.00	0.00846	381057.00	3761206.00	0.00765
381077.00	3761206.00	0.00690	381097.00	3761206.00	0.00621
381117.00	3761206.00	0.00559	381137.00	3761206.00	0.00503
381157.00	3761206.00	0.00454	381177.00	3761206.00	0.00409
380997.00	3761226.00	0.00893	381017.00	3761226.00	0.00834
381037.00	3761226.00	0.00773	381057.00	3761226.00	0.00714
381077.00	3761226.00	0.00656	381097.00	3761226.00	0.00601
381117.00	3761226.00	0.00548	381137.00	3761226.00	0.00500
381157.00	3761226.00	0.00456	381177.00	3761226.00	0.00415
380997.00	3761246.00	0.00777	381017.00	3761246.00	0.00735
381037.00	3761246.00	0.00693	381057.00	3761246.00	0.00650
381077.00	3761246.00	0.00607	381097.00	3761246.00	0.00565
381117.00	3761246.00	0.00524	381137.00	3761246.00	0.00484
381157.00	3761246.00	0.00447	381177.00	3761246.00	0.00411

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 13 ***
INCLUDING SOURCE(S): 13 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761266.00	0.00679	381017.00	3761266.00	0.00645
381037.00	3761266.00	0.00614	381057.00	3761266.00	0.00583
381077.00	3761266.00	0.00552	381097.00	3761266.00	0.00521
381117.00	3761266.00	0.00489	381137.00	3761266.00	0.00458
381157.00	3761266.00	0.00428	381177.00	3761266.00	0.00399
380997.00	3761286.00	0.00599	381017.00	3761286.00	0.00569
381037.00	3761286.00	0.00544	381057.00	3761286.00	0.00520
381077.00	3761286.00	0.00497	381097.00	3761286.00	0.00474
381117.00	3761286.00	0.00450	381137.00	3761286.00	0.00427
381157.00	3761286.00	0.00403	381177.00	3761286.00	0.00379
380997.00	3761306.00	0.00536	381017.00	3761306.00	0.00507
381037.00	3761306.00	0.00484	381057.00	3761306.00	0.00464
381077.00	3761306.00	0.00445	381097.00	3761306.00	0.00428
381117.00	3761306.00	0.00410	381137.00	3761306.00	0.00392
381157.00	3761306.00	0.00374	381177.00	3761306.00	0.00356
380997.00	3761326.00	0.00486	381017.00	3761326.00	0.00457
381037.00	3761326.00	0.00435	381057.00	3761326.00	0.00416
381077.00	3761326.00	0.00400	381097.00	3761326.00	0.00386
381117.00	3761326.00	0.00372	381137.00	3761326.00	0.00358
381157.00	3761326.00	0.00344	381177.00	3761326.00	0.00330
380997.00	3761346.00	0.00444	381017.00	3761346.00	0.00417
381037.00	3761346.00	0.00395	381057.00	3761346.00	0.00377
381077.00	3761346.00	0.00362	381097.00	3761346.00	0.00349
381117.00	3761346.00	0.00337	381137.00	3761346.00	0.00326
381157.00	3761346.00	0.00315	381177.00	3761346.00	0.00304
380997.00	3761366.00	0.00410	381017.00	3761366.00	0.00384
381037.00	3761366.00	0.00362	381057.00	3761366.00	0.00344
381077.00	3761366.00	0.00329	381097.00	3761366.00	0.00317
381117.00	3761366.00	0.00306	381137.00	3761366.00	0.00297
381157.00	3761366.00	0.00288	381177.00	3761366.00	0.00279
380997.00	3761386.00	0.00381	381017.00	3761386.00	0.00355
381037.00	3761386.00	0.00334	381057.00	3761386.00	0.00317
381077.00	3761386.00	0.00302	381097.00	3761386.00	0.00290
381117.00	3761386.00	0.00280	381137.00	3761386.00	0.00271
381157.00	3761386.00	0.00263	381177.00	3761386.00	0.00256
380997.00	3761406.00	0.00355	381017.00	3761406.00	0.00331
381037.00	3761406.00	0.00311	381057.00	3761406.00	0.00294
381077.00	3761406.00	0.00280	381097.00	3761406.00	0.00268
381117.00	3761406.00	0.00257	381137.00	3761406.00	0.00249
381157.00	3761406.00	0.00242	380997.00	3761426.00	0.00331

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 13 ***
INCLUDING SOURCE(S): 13 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381017.00	3761426.00	0.00310	381037.00	3761426.00	0.00291
381057.00	3761426.00	0.00274	381077.00	3761426.00	0.00260
381097.00	3761426.00	0.00248	381117.00	3761426.00	0.00238
381137.00	3761426.00	0.00230	381157.00	3761426.00	0.00223
380997.00	3761446.00	0.00310	381017.00	3761446.00	0.00291
381037.00	3761446.00	0.00273	381057.00	3761446.00	0.00257
381077.00	3761446.00	0.00244	381097.00	3761446.00	0.00232
381117.00	3761446.00	0.00222	381137.00	3761446.00	0.00214
381157.00	3761446.00	0.00207	381177.00	3761446.00	0.00201
380997.00	3761106.00	0.00953	381011.69	3761105.75	0.00826
381026.41	3761105.75	0.00722	381041.09	3761105.50	0.00635
381055.81	3761105.50	0.00563	381070.50	3761105.25	0.00501
381085.19	3761105.00	0.00448	381099.81	3761105.00	0.00404
381114.50	3761104.75	0.00365	381129.19	3761104.50	0.00331
381143.91	3761104.50	0.00303	381158.59	3761104.25	0.00277
381173.31	3761104.25	0.00254	381188.00	3761104.00	0.00234
381188.19	3761118.50	0.00261	381188.31	3761133.00	0.00288
381188.50	3761147.50	0.00314	381188.59	3761162.00	0.00337
381188.81	3761176.50	0.00357	381188.91	3761191.00	0.00373
381189.00	3761205.50	0.00385	381189.19	3761220.00	0.00391
381189.31	3761234.50	0.00393	381189.50	3761249.00	0.00390
381189.69	3761263.50	0.00382	381189.81	3761278.00	0.00372
381190.00	3761292.50	0.00358	381190.09	3761307.00	0.00343
381190.19	3761321.50	0.00326	381190.41	3761336.00	0.00309
381190.50	3761350.50	0.00291	381190.69	3761365.00	0.00274
381190.81	3761379.50	0.00258	381191.00	3761394.00	0.00242
381178.69	3761394.00	0.00247	381166.31	3761394.00	0.00251
381154.00	3761394.00	0.00255	381154.31	3761408.25	0.00240
381154.69	3761422.75	0.00226	381155.00	3761437.00	0.00214
381167.31	3761436.75	0.00211	381179.69	3761436.25	0.00207
381192.00	3761436.00	0.00204	381192.00	3761444.00	0.00198
381192.00	3761452.00	0.00192	381177.31	3761452.25	0.00196
381162.59	3761452.50	0.00200	381147.91	3761452.75	0.00205
381133.19	3761453.00	0.00210	381118.50	3761453.25	0.00216
381103.81	3761453.50	0.00223	381089.19	3761453.50	0.00231
381074.50	3761453.75	0.00240	381059.81	3761454.00	0.00249
381045.09	3761454.25	0.00260	381030.41	3761454.50	0.00272
381015.69	3761454.75	0.00284	381001.00	3761455.00	0.00298
381001.00	3761440.50	0.00312	381001.00	3761426.00	0.00327
381001.00	3761411.50	0.00343	381001.00	3761396.75	0.00361

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 13 ***
INCLUDING SOURCE(S): 13 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381001.00	3761382.25	0.00380	381001.00	3761367.75	0.00402
381001.00	3761353.25	0.00425	381001.00	3761338.75	0.00452
381001.00	3761324.00	0.00484	381001.00	3761309.50	0.00520
381001.00	3761295.00	0.00563	381001.00	3761280.50	0.00613
381001.00	3761266.00	0.00672	381001.00	3761251.50	0.00740
381001.00	3761237.00	0.00818	381001.00	3761222.25	0.00904
381001.00	3761207.75	0.00990	381001.00	3761193.25	0.01071
381001.00	3761178.75	0.01136	381001.00	3761164.25	0.01173
381001.00	3761149.50	0.01171	381001.00	3761135.00	0.01125
381001.00	3761120.50	0.01037	381001.00	3761106.00	0.00916

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 14 ***
INCLUDING SOURCE(S): 14 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761106.00	0.09943	381017.00	3761106.00	0.09163
381037.00	3761106.00	0.08582	381057.00	3761106.00	0.08121
381077.00	3761106.00	0.07716	381097.00	3761106.00	0.07326
381117.00	3761106.00	0.06931	381137.00	3761106.00	0.06526
381157.00	3761106.00	0.06114	381177.00	3761106.00	0.05703
380997.00	3761126.00	0.08826	381017.00	3761126.00	0.08072
381037.00	3761126.00	0.07504	381057.00	3761126.00	0.07071
381077.00	3761126.00	0.06724	381097.00	3761126.00	0.06420
381117.00	3761126.00	0.06132	381137.00	3761126.00	0.05844
381157.00	3761126.00	0.05550	381177.00	3761126.00	0.05248
380997.00	3761146.00	0.07939	381017.00	3761146.00	0.07232
381037.00	3761146.00	0.06679	381057.00	3761146.00	0.06254
381077.00	3761146.00	0.05923	381097.00	3761146.00	0.05655
381117.00	3761146.00	0.05421	381137.00	3761146.00	0.05203
381157.00	3761146.00	0.04987	381177.00	3761146.00	0.04767
380997.00	3761166.00	0.07202	381017.00	3761166.00	0.06558
381037.00	3761166.00	0.06032	381057.00	3761166.00	0.05615
381077.00	3761166.00	0.05289	381097.00	3761166.00	0.05031
381117.00	3761166.00	0.04819	381137.00	3761166.00	0.04636
381157.00	3761166.00	0.04466	381177.00	3761166.00	0.04300
380997.00	3761186.00	0.06569	381017.00	3761186.00	0.05994
381037.00	3761186.00	0.05506	381057.00	3761186.00	0.05105
381077.00	3761186.00	0.04784	381097.00	3761186.00	0.04528
381117.00	3761186.00	0.04324	381137.00	3761186.00	0.04154
381157.00	3761186.00	0.04007	381177.00	3761186.00	0.03873
380997.00	3761206.00	0.06011	381017.00	3761206.00	0.05507
381037.00	3761206.00	0.05063	381057.00	3761206.00	0.04687
381077.00	3761206.00	0.04375	381097.00	3761206.00	0.04123
381117.00	3761206.00	0.03919	381137.00	3761206.00	0.03754
381157.00	3761206.00	0.03617	381177.00	3761206.00	0.03497
380997.00	3761226.00	0.05513	381017.00	3761226.00	0.05078
381037.00	3761226.00	0.04681	381057.00	3761226.00	0.04332
381077.00	3761226.00	0.04036	381097.00	3761226.00	0.03790
381117.00	3761226.00	0.03588	381137.00	3761226.00	0.03424
381157.00	3761226.00	0.03289	381177.00	3761226.00	0.03176
380997.00	3761246.00	0.05065	381017.00	3761246.00	0.04694
381037.00	3761246.00	0.04342	381057.00	3761246.00	0.04025
381077.00	3761246.00	0.03748	381097.00	3761246.00	0.03512
381117.00	3761246.00	0.03314	381137.00	3761246.00	0.03151
381157.00	3761246.00	0.03016	381177.00	3761246.00	0.02904

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 14 ***
INCLUDING SOURCE(S): 14 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761266.00	0.04661	381017.00	3761266.00	0.04346
381037.00	3761266.00	0.04039	381057.00	3761266.00	0.03753
381077.00	3761266.00	0.03497	381097.00	3761266.00	0.03274
381117.00	3761266.00	0.03083	381137.00	3761266.00	0.02922
381157.00	3761266.00	0.02787	381177.00	3761266.00	0.02676
380997.00	3761286.00	0.04295	381017.00	3761286.00	0.04029
381037.00	3761286.00	0.03763	381057.00	3761286.00	0.03508
381077.00	3761286.00	0.03275	381097.00	3761286.00	0.03066
381117.00	3761286.00	0.02884	381137.00	3761286.00	0.02727
381157.00	3761286.00	0.02595	381177.00	3761286.00	0.02483
380997.00	3761306.00	0.03963	381017.00	3761306.00	0.03740
381037.00	3761306.00	0.03510	381057.00	3761306.00	0.03285
381077.00	3761306.00	0.03074	381097.00	3761306.00	0.02881
381117.00	3761306.00	0.02709	381137.00	3761306.00	0.02559
381157.00	3761306.00	0.02429	381177.00	3761306.00	0.02319
380997.00	3761326.00	0.03662	381017.00	3761326.00	0.03475
381037.00	3761326.00	0.03278	381057.00	3761326.00	0.03081
381077.00	3761326.00	0.02891	381097.00	3761326.00	0.02714
381117.00	3761326.00	0.02554	381137.00	3761326.00	0.02411
381157.00	3761326.00	0.02286	381177.00	3761326.00	0.02177
380997.00	3761346.00	0.03390	381017.00	3761346.00	0.03233
381037.00	3761346.00	0.03065	381057.00	3761346.00	0.02892
381077.00	3761346.00	0.02723	381097.00	3761346.00	0.02562
381117.00	3761346.00	0.02414	381137.00	3761346.00	0.02279
381157.00	3761346.00	0.02159	381177.00	3761346.00	0.02054
380997.00	3761366.00	0.03142	381017.00	3761366.00	0.03011
381037.00	3761366.00	0.02868	381057.00	3761366.00	0.02718
381077.00	3761366.00	0.02568	381097.00	3761366.00	0.02422
381117.00	3761366.00	0.02286	381137.00	3761366.00	0.02160
381157.00	3761366.00	0.02046	381177.00	3761366.00	0.01945
380997.00	3761386.00	0.02918	381017.00	3761386.00	0.02808
381037.00	3761386.00	0.02686	381057.00	3761386.00	0.02556
381077.00	3761386.00	0.02423	381097.00	3761386.00	0.02292
381117.00	3761386.00	0.02168	381137.00	3761386.00	0.02051
381157.00	3761386.00	0.01944	381177.00	3761386.00	0.01847
380997.00	3761406.00	0.02714	381017.00	3761406.00	0.02622
381037.00	3761406.00	0.02518	381057.00	3761406.00	0.02405
381077.00	3761406.00	0.02289	381097.00	3761406.00	0.02172
381117.00	3761406.00	0.02058	381137.00	3761406.00	0.01950
381157.00	3761406.00	0.01850	380997.00	3761426.00	0.02529

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 14 ***
INCLUDING SOURCE(S): 14 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381017.00	3761426.00	0.02452	381037.00	3761426.00	0.02363
381057.00	3761426.00	0.02265	381077.00	3761426.00	0.02163
381097.00	3761426.00	0.02059	381117.00	3761426.00	0.01956
381137.00	3761426.00	0.01857	381157.00	3761426.00	0.01764
380997.00	3761446.00	0.02361	381017.00	3761446.00	0.02295
381037.00	3761446.00	0.02219	381057.00	3761446.00	0.02135
381077.00	3761446.00	0.02046	381097.00	3761446.00	0.01953
381117.00	3761446.00	0.01860	381137.00	3761446.00	0.01770
381157.00	3761446.00	0.01683	381177.00	3761446.00	0.01602
380997.00	3761106.00	0.09943	381011.69	3761105.75	0.09363
381026.41	3761105.75	0.08886	381041.09	3761105.50	0.08511
381055.81	3761105.50	0.08176	381070.50	3761105.25	0.07887
381085.19	3761105.00	0.07608	381099.81	3761105.00	0.07318
381114.50	3761104.75	0.07034	381129.19	3761104.50	0.06741
381143.91	3761104.50	0.06432	381158.59	3761104.25	0.06128
381173.31	3761104.25	0.05817	381188.00	3761104.00	0.05516
381188.19	3761118.50	0.05234	381188.31	3761133.00	0.04925
381188.50	3761147.50	0.04605	381188.59	3761162.00	0.04288
381188.81	3761176.50	0.03983	381188.91	3761191.00	0.03700
381189.00	3761205.50	0.03440	381189.19	3761220.00	0.03204
381189.31	3761234.50	0.02994	381189.50	3761249.00	0.02807
381189.69	3761263.50	0.02641	381189.81	3761278.00	0.02494
381190.00	3761292.50	0.02364	381190.09	3761307.00	0.02248
381190.19	3761321.50	0.02144	381190.41	3761336.00	0.02050
381190.50	3761350.50	0.01966	381190.69	3761365.00	0.01888
381190.81	3761379.50	0.01816	381191.00	3761394.00	0.01750
381178.69	3761394.00	0.01803	381166.31	3761394.00	0.01860
381154.00	3761394.00	0.01920	381154.31	3761408.25	0.01853
381154.69	3761422.75	0.01788	381155.00	3761437.00	0.01728
381167.31	3761436.75	0.01676	381179.69	3761436.25	0.01627
381192.00	3761436.00	0.01581	381192.00	3761444.00	0.01553
381192.00	3761452.00	0.01525	381177.31	3761452.25	0.01579
381162.59	3761452.50	0.01636	381147.91	3761452.75	0.01695
381133.19	3761453.00	0.01757	381118.50	3761453.25	0.01820
381103.81	3761453.50	0.01885	381089.19	3761453.50	0.01950
381074.50	3761453.75	0.02013	381059.81	3761454.00	0.02074
381045.09	3761454.25	0.02132	381030.41	3761454.50	0.02186
381015.69	3761454.75	0.02235	381001.00	3761455.00	0.02279
381001.00	3761440.50	0.02393	381001.00	3761426.00	0.02515
381001.00	3761411.50	0.02645	381001.00	3761396.75	0.02787

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: 14 ***
INCLUDING SOURCE(S): 14 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381001.00	3761382.25	0.02937	381001.00	3761367.75	0.03097
381001.00	3761353.25	0.03269	381001.00	3761338.75	0.03453
381001.00	3761324.00	0.03654	381001.00	3761309.50	0.03866
381001.00	3761295.00	0.04093	381001.00	3761280.50	0.04337
381001.00	3761266.00	0.04598	381001.00	3761251.50	0.04878
381001.00	3761237.00	0.05180	381001.00	3761222.25	0.05510
381001.00	3761207.75	0.05862	381001.00	3761193.25	0.06243
381001.00	3761178.75	0.06661	381001.00	3761164.25	0.07122
381001.00	3761149.50	0.07649	381001.00	3761135.00	0.08242
381001.00	3761120.50	0.08935	381001.00	3761106.00	0.09767

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: RR ***
INCLUDING SOURCE(S): RR1 , RR2 , RR3 , RR4 , RR5 , RR6 , RR7 ,
RR8 , RR9 , RR10 , RR11 , RR12 , RR13 , RR14 , RR15 , RR16 , RR17 , RR18 , RR19 ,
RR20 , RR21 , RR22 , RR23 , RR24 , RR25 , RR26 , RR27 , RR28 , RR29 , RR30 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761106.00	0.00016	381017.00	3761106.00	0.00015
381037.00	3761106.00	0.00014	381057.00	3761106.00	0.00014
381077.00	3761106.00	0.00013	381097.00	3761106.00	0.00013
381117.00	3761106.00	0.00012	381137.00	3761106.00	0.00011
381157.00	3761106.00	0.00011	381177.00	3761106.00	0.00010
380997.00	3761126.00	0.00017	381017.00	3761126.00	0.00016
381037.00	3761126.00	0.00016	381057.00	3761126.00	0.00015
381077.00	3761126.00	0.00014	381097.00	3761126.00	0.00014
381117.00	3761126.00	0.00013	381137.00	3761126.00	0.00012
381157.00	3761126.00	0.00012	381177.00	3761126.00	0.00011
380997.00	3761146.00	0.00018	381017.00	3761146.00	0.00017
381037.00	3761146.00	0.00017	381057.00	3761146.00	0.00016
381077.00	3761146.00	0.00015	381097.00	3761146.00	0.00015
381117.00	3761146.00	0.00014	381137.00	3761146.00	0.00013
381157.00	3761146.00	0.00013	381177.00	3761146.00	0.00012
380997.00	3761166.00	0.00019	381017.00	3761166.00	0.00019
381037.00	3761166.00	0.00018	381057.00	3761166.00	0.00017
381077.00	3761166.00	0.00017	381097.00	3761166.00	0.00016
381117.00	3761166.00	0.00015	381137.00	3761166.00	0.00014
381157.00	3761166.00	0.00014	381177.00	3761166.00	0.00013
380997.00	3761186.00	0.00021	381017.00	3761186.00	0.00020
381037.00	3761186.00	0.00020	381057.00	3761186.00	0.00019
381077.00	3761186.00	0.00018	381097.00	3761186.00	0.00017
381117.00	3761186.00	0.00017	381137.00	3761186.00	0.00016
381157.00	3761186.00	0.00015	381177.00	3761186.00	0.00014
380997.00	3761206.00	0.00023	381017.00	3761206.00	0.00022
381037.00	3761206.00	0.00021	381057.00	3761206.00	0.00020
381077.00	3761206.00	0.00020	381097.00	3761206.00	0.00019
381117.00	3761206.00	0.00018	381137.00	3761206.00	0.00017
381157.00	3761206.00	0.00016	381177.00	3761206.00	0.00015
380997.00	3761226.00	0.00025	381017.00	3761226.00	0.00024
381037.00	3761226.00	0.00023	381057.00	3761226.00	0.00022
381077.00	3761226.00	0.00021	381097.00	3761226.00	0.00021
381117.00	3761226.00	0.00020	381137.00	3761226.00	0.00019
381157.00	3761226.00	0.00018	381177.00	3761226.00	0.00017
380997.00	3761246.00	0.00027	381017.00	3761246.00	0.00026
381037.00	3761246.00	0.00025	381057.00	3761246.00	0.00024
381077.00	3761246.00	0.00023	381097.00	3761246.00	0.00022
381117.00	3761246.00	0.00021	381137.00	3761246.00	0.00021
381157.00	3761246.00	0.00020	381177.00	3761246.00	0.00019

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: RR ***
INCLUDING SOURCE(S): RR1 , RR2 , RR3 , RR4 , RR5 , RR6 , RR7 ,
RR8 , RR9 , RR10 , RR11 , RR12 , RR13 , RR14 , RR15 , RR16 , RR17 , RR18 , RR19 ,
RR20 , RR21 , RR22 , RR23 , RR24 , RR25 , RR26 , RR27 , RR28 , RR29 , RR30 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
380997.00	3761266.00	0.00029	381017.00	3761266.00	0.00028
381037.00	3761266.00	0.00027	381057.00	3761266.00	0.00026
381077.00	3761266.00	0.00026	381097.00	3761266.00	0.00025
381117.00	3761266.00	0.00024	381137.00	3761266.00	0.00023
381157.00	3761266.00	0.00021	381177.00	3761266.00	0.00020
380997.00	3761286.00	0.00032	381017.00	3761286.00	0.00031
381037.00	3761286.00	0.00030	381057.00	3761286.00	0.00029
381077.00	3761286.00	0.00028	381097.00	3761286.00	0.00027
381117.00	3761286.00	0.00026	381137.00	3761286.00	0.00025
381157.00	3761286.00	0.00024	381177.00	3761286.00	0.00023
380997.00	3761306.00	0.00034	381017.00	3761306.00	0.00034
381037.00	3761306.00	0.00033	381057.00	3761306.00	0.00032
381077.00	3761306.00	0.00031	381097.00	3761306.00	0.00030
381117.00	3761306.00	0.00029	381137.00	3761306.00	0.00027
381157.00	3761306.00	0.00026	381177.00	3761306.00	0.00025
380997.00	3761326.00	0.00038	381017.00	3761326.00	0.00037
381037.00	3761326.00	0.00036	381057.00	3761326.00	0.00035
381077.00	3761326.00	0.00034	381097.00	3761326.00	0.00033
381117.00	3761326.00	0.00032	381137.00	3761326.00	0.00030
381157.00	3761326.00	0.00029	381177.00	3761326.00	0.00028
380997.00	3761346.00	0.00041	381017.00	3761346.00	0.00040
381037.00	3761346.00	0.00040	381057.00	3761346.00	0.00038
381077.00	3761346.00	0.00037	381097.00	3761346.00	0.00036
381117.00	3761346.00	0.00035	381137.00	3761346.00	0.00034
381157.00	3761346.00	0.00032	381177.00	3761346.00	0.00031
380997.00	3761366.00	0.00045	381017.00	3761366.00	0.00045
381037.00	3761366.00	0.00044	381057.00	3761366.00	0.00043
381077.00	3761366.00	0.00041	381097.00	3761366.00	0.00040
381117.00	3761366.00	0.00039	381137.00	3761366.00	0.00038
381157.00	3761366.00	0.00036	381177.00	3761366.00	0.00035
380997.00	3761386.00	0.00050	381017.00	3761386.00	0.00049
381037.00	3761386.00	0.00048	381057.00	3761386.00	0.00047
381077.00	3761386.00	0.00046	381097.00	3761386.00	0.00045
381117.00	3761386.00	0.00043	381137.00	3761386.00	0.00042
381157.00	3761386.00	0.00040	381177.00	3761386.00	0.00039
380997.00	3761406.00	0.00055	381017.00	3761406.00	0.00054
381037.00	3761406.00	0.00053	381057.00	3761406.00	0.00052
381077.00	3761406.00	0.00051	381097.00	3761406.00	0.00050
381117.00	3761406.00	0.00049	381137.00	3761406.00	0.00047
381157.00	3761406.00	0.00045	380997.00	3761426.00	0.00061

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: RR ***
INCLUDING SOURCE(S): RR1 , RR2 , RR3 , RR4 , RR5 , RR6 , RR7 ,
RR8 , RR9 , RR10 , RR11 , RR12 , RR13 , RR14 , RR15 , RR16 , RR17 , RR18 , RR19 ,
RR20 , RR21 , RR22 , RR23 , RR24 , RR25 , RR26 , RR27 , RR28 , RR29 , RR30 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381017.00	3761426.00	0.00060	381037.00	3761426.00	0.00059
381057.00	3761426.00	0.00058	381077.00	3761426.00	0.00057
381097.00	3761426.00	0.00056	381117.00	3761426.00	0.00054
381137.00	3761426.00	0.00053	381157.00	3761426.00	0.00051
380997.00	3761446.00	0.00068	381017.00	3761446.00	0.00067
381037.00	3761446.00	0.00066	381057.00	3761446.00	0.00065
381077.00	3761446.00	0.00064	381097.00	3761446.00	0.00063
381117.00	3761446.00	0.00061	381137.00	3761446.00	0.00060
381157.00	3761446.00	0.00058	381177.00	3761446.00	0.00056
380997.00	3761106.00	0.00016	381011.69	3761105.75	0.00015
381026.41	3761105.75	0.00015	381041.09	3761105.50	0.00014
381055.81	3761105.50	0.00014	381070.50	3761105.25	0.00013
381085.19	3761105.00	0.00013	381099.81	3761105.00	0.00013
381114.50	3761104.75	0.00012	381129.19	3761104.50	0.00012
381143.91	3761104.50	0.00011	381158.59	3761104.25	0.00011
381173.31	3761104.25	0.00010	381188.00	3761104.00	0.00010
381188.19	3761118.50	0.00010	381188.31	3761133.00	0.00011
381188.50	3761147.50	0.00012	381188.59	3761162.00	0.00012
381188.81	3761176.50	0.00013	381188.91	3761191.00	0.00014
381189.00	3761205.50	0.00015	381189.19	3761220.00	0.00016
381189.31	3761234.50	0.00017	381189.50	3761249.00	0.00018
381189.69	3761263.50	0.00019	381189.81	3761278.00	0.00021
381190.00	3761292.50	0.00022	381190.09	3761307.00	0.00024
381190.19	3761321.50	0.00026	381190.41	3761336.00	0.00028
381190.50	3761350.50	0.00031	381190.69	3761365.00	0.00033
381190.81	3761379.50	0.00036	381191.00	3761394.00	0.00039
381178.69	3761394.00	0.00041	381166.31	3761394.00	0.00042
381154.00	3761394.00	0.00043	381154.31	3761408.25	0.00046
381154.69	3761422.75	0.00050	381155.00	3761437.00	0.00055
381167.31	3761436.75	0.00054	381179.69	3761436.25	0.00053
381192.00	3761436.00	0.00051	381192.00	3761444.00	0.00054
381192.00	3761452.00	0.00057	381177.31	3761452.25	0.00059
381162.59	3761452.50	0.00060	381147.91	3761452.75	0.00062
381133.19	3761453.00	0.00063	381118.50	3761453.25	0.00064
381103.81	3761453.50	0.00065	381089.19	3761453.50	0.00066
381074.50	3761453.75	0.00067	381059.81	3761454.00	0.00068
381045.09	3761454.25	0.00069	381030.41	3761454.50	0.00070
381015.69	3761454.75	0.00071	381001.00	3761455.00	0.00071
381001.00	3761440.50	0.00066	381001.00	3761426.00	0.00061
381001.00	3761411.50	0.00057	381001.00	3761396.75	0.00053

CONC URBAN FLAT NOSTD NOCALM

*** THE PERIOD (8760 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: RR ***
INCLUDING SOURCE(S): RR1 , RR2 , RR3 , RR4 , RR5 , RR6 , RR7 ,
RR8 , RR9 , RR10 , RR11 , RR12 , RR13 , RR14 , RR15 , RR16 , RR17 , RR18 , RR19 ,
RR20 , RR21 , RR22 , RR23 , RR24 , RR25 , RR26 , RR27 , RR28 , RR29 , RR30 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
381001.00	3761382.25	0.00049	381001.00	3761367.75	0.00046
381001.00	3761353.25	0.00043	381001.00	3761338.75	0.00040
381001.00	3761324.00	0.00037	381001.00	3761309.50	0.00035
381001.00	3761295.00	0.00033	381001.00	3761280.50	0.00031
381001.00	3761266.00	0.00029	381001.00	3761251.50	0.00027
381001.00	3761237.00	0.00026	381001.00	3761222.25	0.00024
381001.00	3761207.75	0.00023	381001.00	3761193.25	0.00021
381001.00	3761178.75	0.00020	381001.00	3761164.25	0.00019
381001.00	3761149.50	0.00018	381001.00	3761135.00	0.00017
381001.00	3761120.50	0.00016	381001.00	3761106.00	0.00015

CONC URBAN FLAT NOSTD NOCALM

*** THE SUMMARY OF MAXIMUM PERIOD (8760 HRS) RESULTS ***

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

GROUP ID		AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZFLAG)				OF TYPE	NETWORK GRID-ID
1	1ST HIGHEST VALUE IS	0.01632 AT	381192.00,	3761436.00,	0.00,	0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.01627 AT	381192.00,	3761444.00,	0.00,	0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.01616 AT	381192.00,	3761452.00,	0.00,	0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.01608 AT	381191.00,	3761394.00,	0.00,	0.00)	DC	NA
	5TH HIGHEST VALUE IS	0.01595 AT	381190.81,	3761379.50,	0.00,	0.00)	DC	NA
	6TH HIGHEST VALUE IS	0.01580 AT	381190.69,	3761365.00,	0.00,	0.00)	DC	NA
	7TH HIGHEST VALUE IS	0.01561 AT	381190.50,	3761350.50,	0.00,	0.00)	DC	NA
	8TH HIGHEST VALUE IS	0.01535 AT	381190.41,	3761336.00,	0.00,	0.00)	DC	NA
	9TH HIGHEST VALUE IS	0.01535 AT	381179.69,	3761436.25,	0.00,	0.00)	DC	NA
	10TH HIGHEST VALUE IS	0.01514 AT	381178.69,	3761394.00,	0.00,	0.00)	DC	NA
2	1ST HIGHEST VALUE IS	0.01231 AT	381188.00,	3761104.00,	0.00,	0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.01059 AT	381188.19,	3761118.50,	0.00,	0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.00974 AT	381177.00,	3761106.00,	0.00,	0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.00917 AT	381188.31,	3761133.00,	0.00,	0.00)	DC	NA
	5TH HIGHEST VALUE IS	0.00912 AT	381173.31,	3761104.25,	0.00,	0.00)	DC	NA
	6TH HIGHEST VALUE IS	0.00820 AT	381177.00,	3761126.00,	0.00,	0.00)	DC	NA
	7TH HIGHEST VALUE IS	0.00801 AT	381188.50,	3761147.50,	0.00,	0.00)	DC	NA
	8TH HIGHEST VALUE IS	0.00704 AT	381188.59,	3761162.00,	0.00,	0.00)	DC	NA
	9TH HIGHEST VALUE IS	0.00695 AT	381177.00,	3761146.00,	0.00,	0.00)	DC	NA
	10TH HIGHEST VALUE IS	0.00642 AT	381158.59,	3761104.25,	0.00,	0.00)	DC	NA
3	1ST HIGHEST VALUE IS	0.03390 AT	381188.00,	3761104.00,	0.00,	0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.03022 AT	381177.00,	3761106.00,	0.00,	0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.02991 AT	381173.31,	3761104.25,	0.00,	0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.02555 AT	381188.19,	3761118.50,	0.00,	0.00)	DC	NA
	5TH HIGHEST VALUE IS	0.02217 AT	381158.59,	3761104.25,	0.00,	0.00)	DC	NA
	6TH HIGHEST VALUE IS	0.02091 AT	381177.00,	3761126.00,	0.00,	0.00)	DC	NA
	7TH HIGHEST VALUE IS	0.02068 AT	381157.00,	3761106.00,	0.00,	0.00)	DC	NA
	8TH HIGHEST VALUE IS	0.01992 AT	381188.31,	3761133.00,	0.00,	0.00)	DC	NA
	9TH HIGHEST VALUE IS	0.01595 AT	381188.50,	3761147.50,	0.00,	0.00)	DC	NA
	10TH HIGHEST VALUE IS	0.01555 AT	381157.00,	3761126.00,	0.00,	0.00)	DC	NA

CONC URBAN FLAT NOSTD NOCALM

*** THE SUMMARY OF MAXIMUM PERIOD (8760 HRS) RESULTS ***

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

GROUP ID		AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZFLAG)				OF TYPE	NETWORK GRID-ID
5	1ST HIGHEST VALUE IS	0.66630 AT	381190.50,	3761350.50,	0.00,	0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.65478 AT	381190.69,	3761365.00,	0.00,	0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.35997 AT	381190.41,	3761336.00,	0.00,	0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.32686 AT	381177.00,	3761346.00,	0.00,	0.00)	DC	NA
	5TH HIGHEST VALUE IS	0.31048 AT	381177.00,	3761366.00,	0.00,	0.00)	DC	NA
	6TH HIGHEST VALUE IS	0.24334 AT	381190.81,	3761379.50,	0.00,	0.00)	DC	NA
	7TH HIGHEST VALUE IS	0.20696 AT	381191.00,	3761394.00,	0.00,	0.00)	DC	NA
	8TH HIGHEST VALUE IS	0.20234 AT	381177.00,	3761326.00,	0.00,	0.00)	DC	NA
	9TH HIGHEST VALUE IS	0.17321 AT	381190.19,	3761321.50,	0.00,	0.00)	DC	NA
	10TH HIGHEST VALUE IS	0.16062 AT	381157.00,	3761346.00,	0.00,	0.00)	DC	NA
6	1ST HIGHEST VALUE IS	0.12778 AT	381191.00,	3761394.00,	0.00,	0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.10217 AT	381190.81,	3761379.50,	0.00,	0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.06448 AT	381178.69,	3761394.00,	0.00,	0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.06010 AT	381177.00,	3761386.00,	0.00,	0.00)	DC	NA
	5TH HIGHEST VALUE IS	0.05254 AT	381190.69,	3761365.00,	0.00,	0.00)	DC	NA
	6TH HIGHEST VALUE IS	0.04378 AT	381177.00,	3761366.00,	0.00,	0.00)	DC	NA
	7TH HIGHEST VALUE IS	0.03846 AT	381166.31,	3761394.00,	0.00,	0.00)	DC	NA
	8TH HIGHEST VALUE IS	0.03432 AT	381192.00,	3761436.00,	0.00,	0.00)	DC	NA
	9TH HIGHEST VALUE IS	0.03210 AT	381192.00,	3761444.00,	0.00,	0.00)	DC	NA
	10TH HIGHEST VALUE IS	0.02936 AT	381192.00,	3761452.00,	0.00,	0.00)	DC	NA
7	1ST HIGHEST VALUE IS	0.01160 AT	381001.00,	3761455.00,	0.00,	0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.01137 AT	381015.69,	3761454.75,	0.00,	0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.01110 AT	381030.41,	3761454.50,	0.00,	0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.01079 AT	381045.09,	3761454.25,	0.00,	0.00)	DC	NA
	5TH HIGHEST VALUE IS	0.01045 AT	381059.81,	3761454.00,	0.00,	0.00)	DC	NA
	6TH HIGHEST VALUE IS	0.01010 AT	381074.50,	3761453.75,	0.00,	0.00)	DC	NA
	7TH HIGHEST VALUE IS	0.00974 AT	381089.19,	3761453.50,	0.00,	0.00)	DC	NA
	8TH HIGHEST VALUE IS	0.00952 AT	380997.00,	3761446.00,	0.00,	0.00)	DC	NA
	9TH HIGHEST VALUE IS	0.00941 AT	381103.81,	3761453.50,	0.00,	0.00)	DC	NA
	10TH HIGHEST VALUE IS	0.00940 AT	381017.00,	3761446.00,	0.00,	0.00)	DC	NA

CONC URBAN FLAT NOSTD NOCALM

*** THE SUMMARY OF MAXIMUM PERIOD (8760 HRS) RESULTS ***

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

GROUP ID		AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZFLAG)				OF TYPE	NETWORK GRID-ID
8	1ST HIGHEST VALUE IS	0.17796 AT	380997.00,	3761266.00,	0.00,	0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.17760 AT	380997.00,	3761286.00,	0.00,	0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.17282 AT	381001.00,	3761280.50,	0.00,	0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.17032 AT	381001.00,	3761266.00,	0.00,	0.00)	DC	NA
	5TH HIGHEST VALUE IS	0.16660 AT	381001.00,	3761295.00,	0.00,	0.00)	DC	NA
	6TH HIGHEST VALUE IS	0.16186 AT	380997.00,	3761306.00,	0.00,	0.00)	DC	NA
	7TH HIGHEST VALUE IS	0.15886 AT	380997.00,	3761246.00,	0.00,	0.00)	DC	NA
	8TH HIGHEST VALUE IS	0.15817 AT	381001.00,	3761251.50,	0.00,	0.00)	DC	NA
	9TH HIGHEST VALUE IS	0.15424 AT	381001.00,	3761309.50,	0.00,	0.00)	DC	NA
	10TH HIGHEST VALUE IS	0.14852 AT	381017.00,	3761286.00,	0.00,	0.00)	DC	NA
9	1ST HIGHEST VALUE IS	0.08958 AT	380997.00,	3761106.00,	0.00,	0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.08958 AT	380997.00,	3761106.00,	0.00,	0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.08814 AT	381001.00,	3761106.00,	0.00,	0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.08471 AT	381011.69,	3761105.75,	0.00,	0.00)	DC	NA
	5TH HIGHEST VALUE IS	0.08301 AT	381017.00,	3761106.00,	0.00,	0.00)	DC	NA
	6TH HIGHEST VALUE IS	0.08200 AT	381001.00,	3761120.50,	0.00,	0.00)	DC	NA
	7TH HIGHEST VALUE IS	0.08124 AT	380997.00,	3761126.00,	0.00,	0.00)	DC	NA
	8TH HIGHEST VALUE IS	0.08053 AT	381026.41,	3761105.75,	0.00,	0.00)	DC	NA
	9TH HIGHEST VALUE IS	0.07783 AT	381037.00,	3761106.00,	0.00,	0.00)	DC	NA
	10TH HIGHEST VALUE IS	0.07713 AT	381041.09,	3761105.50,	0.00,	0.00)	DC	NA
10	1ST HIGHEST VALUE IS	0.03266 AT	381192.00,	3761452.00,	0.00,	0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.03088 AT	381192.00,	3761444.00,	0.00,	0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.03084 AT	381177.31,	3761452.25,	0.00,	0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.02999 AT	381177.00,	3761446.00,	0.00,	0.00)	DC	NA
	5TH HIGHEST VALUE IS	0.02889 AT	381192.00,	3761436.00,	0.00,	0.00)	DC	NA
	6TH HIGHEST VALUE IS	0.02862 AT	381179.69,	3761436.25,	0.00,	0.00)	DC	NA
	7TH HIGHEST VALUE IS	0.02839 AT	381162.59,	3761452.50,	0.00,	0.00)	DC	NA
	8TH HIGHEST VALUE IS	0.02759 AT	381167.31,	3761436.75,	0.00,	0.00)	DC	NA
	9TH HIGHEST VALUE IS	0.02705 AT	381157.00,	3761446.00,	0.00,	0.00)	DC	NA
	10TH HIGHEST VALUE IS	0.02607 AT	381155.00,	3761437.00,	0.00,	0.00)	DC	NA

CONC URBAN FLAT NOSTD NOCALM

*** THE SUMMARY OF MAXIMUM PERIOD (8760 HRS) RESULTS ***

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

GROUP ID		AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZFLAG)			OF TYPE	NETWORK GRID-ID
11	1ST HIGHEST VALUE IS	0.00124 AT	380997.00,	3761386.00,	0.00, 0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.00123 AT	380997.00,	3761406.00,	0.00, 0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.00123 AT	380997.00,	3761366.00,	0.00, 0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.00122 AT	381001.00,	3761396.75,	0.00, 0.00)	DC	NA
	5TH HIGHEST VALUE IS	0.00122 AT	381001.00,	3761382.25,	0.00, 0.00)	DC	NA
	6TH HIGHEST VALUE IS	0.00121 AT	381001.00,	3761411.50,	0.00, 0.00)	DC	NA
	7TH HIGHEST VALUE IS	0.00121 AT	381001.00,	3761367.75,	0.00, 0.00)	DC	NA
	8TH HIGHEST VALUE IS	0.00121 AT	380997.00,	3761426.00,	0.00, 0.00)	DC	NA
	9TH HIGHEST VALUE IS	0.00120 AT	380997.00,	3761346.00,	0.00, 0.00)	DC	NA
	10TH HIGHEST VALUE IS	0.00120 AT	381001.00,	3761426.00,	0.00, 0.00)	DC	NA
12	1ST HIGHEST VALUE IS	0.00081 AT	380997.00,	3761106.00,	0.00, 0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.00081 AT	380997.00,	3761106.00,	0.00, 0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.00079 AT	381001.00,	3761106.00,	0.00, 0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.00078 AT	380997.00,	3761126.00,	0.00, 0.00)	DC	NA
	5TH HIGHEST VALUE IS	0.00077 AT	381001.00,	3761120.50,	0.00, 0.00)	DC	NA
	6TH HIGHEST VALUE IS	0.00074 AT	381001.00,	3761135.00,	0.00, 0.00)	DC	NA
	7TH HIGHEST VALUE IS	0.00074 AT	380997.00,	3761146.00,	0.00, 0.00)	DC	NA
	8TH HIGHEST VALUE IS	0.00074 AT	381011.69,	3761105.75,	0.00, 0.00)	DC	NA
	9TH HIGHEST VALUE IS	0.00072 AT	381001.00,	3761149.50,	0.00, 0.00)	DC	NA
	10TH HIGHEST VALUE IS	0.00071 AT	381017.00,	3761106.00,	0.00, 0.00)	DC	NA
13	1ST HIGHEST VALUE IS	0.01204 AT	380997.00,	3761146.00,	0.00, 0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.01204 AT	380997.00,	3761166.00,	0.00, 0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.01173 AT	381001.00,	3761164.25,	0.00, 0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.01171 AT	381001.00,	3761149.50,	0.00, 0.00)	DC	NA
	5TH HIGHEST VALUE IS	0.01136 AT	381001.00,	3761178.75,	0.00, 0.00)	DC	NA
	6TH HIGHEST VALUE IS	0.01132 AT	380997.00,	3761186.00,	0.00, 0.00)	DC	NA
	7TH HIGHEST VALUE IS	0.01125 AT	381001.00,	3761135.00,	0.00, 0.00)	DC	NA
	8TH HIGHEST VALUE IS	0.01117 AT	380997.00,	3761126.00,	0.00, 0.00)	DC	NA
	9TH HIGHEST VALUE IS	0.01071 AT	381001.00,	3761193.25,	0.00, 0.00)	DC	NA
	10TH HIGHEST VALUE IS	0.01043 AT	381017.00,	3761166.00,	0.00, 0.00)	DC	NA

CONC URBAN FLAT NOSTD NOCALM

*** THE SUMMARY OF MAXIMUM PERIOD (8760 HRS) RESULTS ***

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

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZFLAG)	OF TYPE	NETWORK GRID-ID
14	1ST HIGHEST VALUE IS	0.09943 AT (380997.00, 3761106.00, 0.00, 0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.09943 AT (380997.00, 3761106.00, 0.00, 0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.09767 AT (381001.00, 3761106.00, 0.00, 0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.09363 AT (381011.69, 3761105.75, 0.00, 0.00)	DC	NA
	5TH HIGHEST VALUE IS	0.09163 AT (381017.00, 3761106.00, 0.00, 0.00)	DC	NA
	6TH HIGHEST VALUE IS	0.08935 AT (381001.00, 3761120.50, 0.00, 0.00)	DC	NA
	7TH HIGHEST VALUE IS	0.08886 AT (381026.41, 3761105.75, 0.00, 0.00)	DC	NA
	8TH HIGHEST VALUE IS	0.08826 AT (380997.00, 3761126.00, 0.00, 0.00)	DC	NA
	9TH HIGHEST VALUE IS	0.08582 AT (381037.00, 3761106.00, 0.00, 0.00)	DC	NA
	10TH HIGHEST VALUE IS	0.08511 AT (381041.09, 3761105.50, 0.00, 0.00)	DC	NA
RR	1ST HIGHEST VALUE IS	0.00071 AT (381001.00, 3761455.00, 0.00, 0.00)	DC	NA
	2ND HIGHEST VALUE IS	0.00071 AT (381015.69, 3761454.75, 0.00, 0.00)	DC	NA
	3RD HIGHEST VALUE IS	0.00070 AT (381030.41, 3761454.50, 0.00, 0.00)	DC	NA
	4TH HIGHEST VALUE IS	0.00069 AT (381045.09, 3761454.25, 0.00, 0.00)	DC	NA
	5TH HIGHEST VALUE IS	0.00068 AT (381059.81, 3761454.00, 0.00, 0.00)	DC	NA
	6TH HIGHEST VALUE IS	0.00068 AT (380997.00, 3761446.00, 0.00, 0.00)	DC	NA
	7TH HIGHEST VALUE IS	0.00067 AT (381017.00, 3761446.00, 0.00, 0.00)	DC	NA
	8TH HIGHEST VALUE IS	0.00067 AT (381074.50, 3761453.75, 0.00, 0.00)	DC	NA
	9TH HIGHEST VALUE IS	0.00066 AT (381037.00, 3761446.00, 0.00, 0.00)	DC	NA
	10TH HIGHEST VALUE IS	0.00066 AT (381089.19, 3761453.50, 0.00, 0.00)	DC	NA

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

CONC URBAN FLAT NOSTD NOCALM

*** Message Summary : ISCST3 Model Execution ***

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

A Total of 0 Fatal Error Message(s)
A Total of 1 Warning Message(s)
A Total of 692 Informational Message(s)

A Total of 692 Calm Hours Identified

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

******** WARNING MESSAGES ********
SO W320 62 PPARM :Input Parameter May Be Out-of-Range for Parameter DS

****
*** ISCST3 Finishes Successfully ***
****

Stationary Sources

Appendix E Noise Analysis

TRAFFIC NOISE LEVELS

Project Number: D21300.00
Project Name: LAUSD SLAHS#3

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s): Existing No Project
Source of Traffic Volumes: KOA
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

Existing Condition 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
Vermont Ave, north of Slauson	Residential/Commercial	4	0		18,730	35	50	0	0	1.8%	0.7%	0.0	67.8
Vermont Ave, south of Slauson	Residential/Commercial	4	0		19,370	35	50	0	0	1.8%	0.7%	0.0	67.9
Vermont Ave, north of 60th St	Residential/Commercial	4	0		19,200	35	50	0	0	1.8%	0.7%	0.0	67.9
Vermont Ave, south of 60th St	Residential/Commercial	4	0		19,040	35	50	0	0	1.8%	0.7%	0.0	67.8
Vermont Ave, north of Gage Ave	Residential/Commercial	4	0		21,510	35	50	0	0	1.8%	0.7%	0.0	68.4
Vermont Ave, south of Gage Ave	Residential/Commercial	4	0		22,330	35	50	0	0	1.8%	0.7%	0.0	68.5
Menlo Ave, south of Slauson	Residential/Commercial	2	0		1,440	25	50	0	0	1.8%	0.7%	0.0	53.3
Menlo Ave, north of 60th Pl	Residential/Commercial	2	0		830	25	50	0	0	1.8%	0.7%	0.0	50.9
Menlo Ave, south of 60th Pl	Residential/Commercial	2	0		420	25	50	0	0	1.8%	0.7%	0.0	48.0
Hoover St, north of Slauson	Residential/Commercial	4	0		17,620	35	50	0	0	1.8%	0.7%	0.0	67.5
Hoover St, south of Slauson	Residential/Commercial	4	0		15,420	35	50	0	0	1.8%	0.7%	0.0	66.9
Hoover St, north of 60th St	Residential/Commercial	4	0		15,320	35	50	0	0	1.8%	0.7%	0.0	66.9
Hoover St, south of 60th St	Residential/Commercial	4	0		15,170	35	50	0	0	1.8%	0.7%	0.0	66.8
Hoover St, north of Gage Ave	Residential/Commercial	4	0		15,790	35	50	0	0	1.8%	0.7%	0.0	67.0
Hoover St, south of Gage Ave	Residential/Commercial	4	0		14,540	35	50	0	0	1.8%	0.7%	0.0	66.7
Slauson Ave, west of Vermont	Residential/Commercial	4	0		26,250	35	50	0	0	1.8%	0.7%	0.0	69.2
Slauson Ave, east of Vermont	Residential/Commercial	4	0		24,910	35	50	0	0	1.8%	0.7%	0.0	69.0
Slauson Ave, west of Hoover	Residential/Commercial	4	0		26,460	35	50	0	0	1.8%	0.7%	0.0	69.3
Slauson Ave, east of Hoover	Residential/Commercial	4	0		25,160	35	50	0	0	1.8%	0.7%	0.0	69.0
60th St, east of Vermont	Residential/Commercial	2	0		840	25	50	0	0	1.8%	0.7%	0.0	51.0
60th St, east of Menlo Ave	Residential/Commercial	2	0		1,030	25	50	0	0	1.8%	0.7%	0.0	51.9
Gage Ave, west of Vermont	Residential/Commercial	4	0		18,600	35	50	0	0	1.8%	0.7%	0.0	67.7
Gage Ave, east of Vermont	Residential/Commercial	4	0		19,820	35	50	0	0	1.8%	0.7%	0.0	68.0
Gage Ave, west of Hoover	Residential/Commercial	4	0		20,590	35	50	0	0	1.8%	0.7%	0.0	68.2
Gage Ave, east of Hoover	Residential/Commercial	4	0		21,640	35	50	0	0	1.8%	0.7%	0.0	68.4

[1] Distance is from the centerline of the roadway segment to the receptor location.

TRAFFIC NOISE LEVELS

Project Number: D21276.00
Project Name: LAUAS SRES #6

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Future No Project
Source of Traffic Volumes:	KOA
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

Future No Project Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	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
Vermont Ave, north of Slauson	Residential/Commercial	4	0		19,830	35	50	0	0	1.8%	0.7%	0.0	68.0
Vermont Ave, south of Slauson	Residential/Commercial	4	0		21,080	35	50	0	0	1.8%	0.7%	0.0	68.3
Vermont Ave, north of 60th St	Residential/Commercial	4	0		20,210	35	50	0	0	1.8%	0.7%	0.0	68.1
Vermont Ave, south of 60th St	Residential/Commercial	4	0		20,060	35	50	0	0	1.8%	0.7%	0.0	68.1
Vermont Ave, north of Gage Ave	Residential/Commercial	4	0		22,620	35	50	0	0	1.8%	0.7%	0.0	68.6
Vermont Ave, south of Gage Ave	Residential/Commercial	4	0		23,380	35	50	0	0	1.8%	0.7%	0.0	68.7
Menlo Ave, south of Slauson	Residential/Commercial	2	0		1,500	25	50	0	0	1.8%	0.7%	0.0	53.5
Menlo Ave, north of 60th Pl	Residential/Commercial	2	0		870	25	50	0	0	1.8%	0.7%	0.0	51.1
Menlo Ave, south of 60th Pl	Residential/Commercial	2	0		430	25	50	0	0	1.8%	0.7%	0.0	48.1
Hoover St, north of Slauson	Residential/Commercial	4	0		18,470	35	50	0	0	1.8%	0.7%	0.0	67.7
Hoover St, south of Slauson	Residential/Commercial	4	0		16,030	35	50	0	0	1.8%	0.7%	0.0	67.1
Hoover St, north of 60th St	Residential/Commercial	4	0		15,930	35	50	0	0	1.8%	0.7%	0.0	67.1
Hoover St, south of 60th St	Residential/Commercial	4	0		15,770	35	50	0	0	1.8%	0.7%	0.0	67.0
Hoover St, north of Gage Ave	Residential/Commercial	4	0		16,410	35	50	0	0	1.8%	0.7%	0.0	67.2
Hoover St, south of Gage Ave	Residential/Commercial	4	0		15,110	35	50	0	0	1.8%	0.7%	0.0	66.8
Slauson Ave, west of Vermont	Residential/Commercial	4	0		28,530	35	50	0	0	1.8%	0.7%	0.0	69.6
Slauson Ave, east of Vermont	Residential/Commercial	4	0		27,240	35	50	0	0	1.8%	0.7%	0.0	69.4
Slauson Ave, west of Hoover	Residential/Commercial	4	0		28,850	35	50	0	0	1.8%	0.7%	0.0	69.6
Slauson Ave, east of Hoover	Residential/Commercial	4	0		27,370	35	50	0	0	1.8%	0.7%	0.0	69.4
60th St, east of Vermont	Residential/Commercial	2	0		880	25	50	0	0	1.8%	0.7%	0.0	51.2

TRAFFIC NOISE LEVELS

Project Number: D21276.00
Project Name: LAUAS SRES #6

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Future No Project
Source of Traffic Volumes:	KOA
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

Future with Project Condition 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
Vermont Ave, north of Slauson	Residential/Commercial	4	0		20,100	35	50	0	0	1.8%	0.7%	0.0	68.1
Vermont Ave, south of Slauson	Residential/Commercial	4	0		21,690	35	50	0	0	1.8%	0.7%	0.0	68.4
Vermont Ave, north of 60th St	Residential/Commercial	4	0		20,770	35	50	0	0	1.8%	0.7%	0.0	68.2
Vermont Ave, south of 60th St	Residential/Commercial	4	0		20,250	35	50	0	0	1.8%	0.7%	0.0	68.1
Vermont Ave, north of Gage Ave	Residential/Commercial	4	0		22,970	35	50	0	0	1.8%	0.7%	0.0	68.7
Vermont Ave, south of Gage Ave	Residential/Commercial	4	0		23,630	35	50	0	0	1.8%	0.7%	0.0	68.8
Menlo Ave, south of Slauson	Residential/Commercial	2	0		1,790	25	50	0	0	1.8%	0.7%	0.0	54.3
Menlo Ave, north of 60th Pl	Residential/Commercial	2	0		1,160	25	50	0	0	1.8%	0.7%	0.0	52.4
Menlo Ave, south of 60th Pl	Residential/Commercial	2	0		510	25	50	0	0	1.8%	0.7%	0.0	48.8
Hoover St, north of Slauson	Residential/Commercial	4	0		19,040	35	50	0	0	1.8%	0.7%	0.0	67.8
Hoover St, south of Slauson	Residential/Commercial	4	0		18,300	35	50	0	0	1.8%	0.7%	0.0	67.7
Hoover St, north of 60th St	Residential/Commercial	4	0		17,630	35	50	0	0	1.8%	0.7%	0.0	67.5
Hoover St, south of 60th St	Residential/Commercial	4	0		16,330	35	50	0	0	1.8%	0.7%	0.0	67.2
Hoover St, north of Gage Ave	Residential/Commercial	4	0		16,910	35	50	0	0	1.8%	0.7%	0.0	67.3
Hoover St, south of Gage Ave	Residential/Commercial	4	0		15,250	35	50	0	0	1.8%	0.7%	0.0	66.9
Slauson Ave, west of Vermont	Residential/Commercial	4	0		29,490	35	50	0	0	1.8%	0.7%	0.0	69.7
Slauson Ave, east of Vermont	Residential/Commercial	4	0		28,200	35	50	0	0	1.8%	0.7%	0.0	69.5
Slauson Ave, west of Hoover	Residential/Commercial	4	0		30,080	35	50	0	0	1.8%	0.7%	0.0	69.8
Slauson Ave, east of Hoover	Residential/Commercial	4	0		28,320	35	50	0	0	1.8%	0.7%	0.0	69.6
60th St, east of Vermont	Residential/Commercial	2	0		1,490	25	50	0	0	1.8%	0.7%	0.0	53.5
60th St, east of Menlo Ave	Residential/Commercial	2	0		2,060	25	50	0	0	1.8%	0.7%	0.0	54.9
Gage Ave, west of Vermont	Residential/Commercial	4	0		19,630	35	50	0	0	1.8%	0.7%	0.0	68.0
Gage Ave, east of Vermont	Residential/Commercial	4	0		20,910	35	50	0	0	1.8%	0.7%	0.0	68.2
Gage Ave, west of Hoover	Residential/Commercial	4	0		21,680	35	50	0	0	1.8%	0.7%	0.0	68.4
Gage Ave, east of Hoover	Residential/Commercial	4	0		22,780	35	50	0	0	1.8%	0.7%	0.0	68.6

[1] Distance is from the centerline of the roadway segment to the receptor location.

File Translated:	P:\Projects - All Users\D21200.00+\D21300.00 LAUSD South LA HS#3 SEIR\Noise\Location01.slmdl
Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	EIP/PBS&J
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	Southwest corner Vermont Ave/Slauson Ave.
Note1:	Primary source: Traffic
Note2:	44 feet from Vermont median
Octave Filters:	None

Overall Measurement		Current Measurement	
Start Time:	24-Jan-2007 12:25:09	Start Time:	24-Jan-2007 12:25:09
Elapsed Time:	00:15:00.0	Elapsed Time:	00:15:00.0
Leq:	72.6 dBA	Leq:	72.6 dBA
SEL:	102.2 dBA	SEL:	102.2 dBA
Dose:	0.00 %	Dose:	0.00 %
Proj. Dose:	1.82 %	Proj. Dose:	1.82 %
Threshold:	0 dB	Threshold:	0 dB
Criterion:	90 dB	Criterion:	90 dB
Exchange Rate:	3 dB	Exchange Rate:	3 dB

Min:	62.0 dBA	24-Jan-2007 12:26:33	Min:	62.0 dBA	24-Jan-2007 12:26:33
Max:	86.8 dBA	24-Jan-2007 12:38:11	Max:	86.8 dBA	24-Jan-2007 12:38:11
Peak-1:	112.4 dBF	24-Jan-2007 12:38:11	Peak-1:	112.4 dBF	24-Jan-2007 12:38:11
Peak-2:	112.8 dBA	24-Jan-2007 12:38:11	Peak-2:	112.8 dBA	24-Jan-2007 12:38:11

L 1.67	79.9 dBA	L 50.00	70.7 dBA
L 8.33	75.6 dBA	L 66.67	69.5 dBA
L 33.33	71.9 dBA	L 90.00	67.0 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	115.00	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:	16-Aug-2006 10:37:19	Offset:	8.8 dB
Checked:	24-Jan-2007 12:21:19	Level:	113.80 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	1		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	446510 bytes 85.17% free

Battery Level:	96% Source: INT

File Translated:	P:\Projects - All Users\D21200.00+\D21300.00 LAUSD South LA HS#3 SEIR\Noise\Location02.slmdl
Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	EIP/PBS&J
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	West side of Menlo Ave at W. 59th Dr.
Note1:	Primary source: Traffic
Note2:	15 feet from Menlo median
Octave Filters:	None

Overall Measurement

Start Time:	24-Jan-2007 12:48:59
Elapsed Time:	00:15:00.0
Leq:	64.4 dBA
SEL:	93.9 dBA
Dose:	0.00 %
Proj. Dose:	0.27 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	44.1 dBA	24-Jan-2007 12:56:40
Max:	80.7 dBA	24-Jan-2007 12:49:31
Peak-1:	107.8 dBF	24-Jan-2007 12:55:17
Peak-2:	96.8 dBA	24-Jan-2007 12:49:30

Current Measurement

Start Time:	24-Jan-2007 12:48:59
Elapsed Time:	00:15:00.0
Leq:	64.4 dBA
SEL:	93.9 dBA
Dose:	0.00 %
Proj. Dose:	0.27 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	44.1 dBA	24-Jan-2007 12:56:40
Max:	80.7 dBA	24-Jan-2007 12:49:31
Peak-1:	107.8 dBF	24-Jan-2007 12:55:17
Peak-2:	96.8 dBA	24-Jan-2007 12:49:30

L 1.67	74.0 dBA	L 50.00	53.2 dBA
L 8.33	69.8 dBA	L 66.67	50.6 dBA
L 33.33	57.1 dBA	L 90.00	47.7 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	115.00	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:	16-Aug-2006 10:37:19	Offset:	8.8 dB
Checked:	24-Jan-2007 12:21:19	Level:	113.80 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	446510 bytes 85.17% free

Battery Level: 96% Source: INT

File Translated:	P:\Projects - All Users\D21200.00+\D21300.00 LAUSD South LA HS#3 SEIR\Noise\Location03.slmdl
Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	EIP/PBS&J
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	West side of Menlo Ave just north of W. 59th Dr.
Note1:	Primary source: Traffic
Note2:	15 feet from Menlo median
Octave Filters:	None

Overall Measurement

Start Time:	24-Jan-2007 13:08:02
Elapsed Time:	00:15:00.0
Leq:	61.5 dBA
SEL:	91.0 dBA
Dose:	0.00 %
Proj. Dose:	0.14 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	42.1 dBA	24-Jan-2007 13:10:28
Max:	78.7 dBA	24-Jan-2007 13:21:25
Peak-1:	106.0 dBF	24-Jan-2007 13:21:25
Peak-2:	99.2 dBA	24-Jan-2007 13:21:25

Current Measurement

Start Time:	24-Jan-2007 13:08:02
Elapsed Time:	00:15:00.0
Leq:	61.5 dBA
SEL:	91.0 dBA
Dose:	0.00 %
Proj. Dose:	0.14 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	42.1 dBA	24-Jan-2007 13:10:28
Max:	78.7 dBA	24-Jan-2007 13:21:25
Peak-1:	106.0 dBF	24-Jan-2007 13:21:25
Peak-2:	99.2 dBA	24-Jan-2007 13:21:25

L 1.67	72.7 dBA	L 50.00	52.3 dBA
L 8.33	65.1 dBA	L 66.67	49.7 dBA
L 33.33	55.7 dBA	L 90.00	46.6 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	115.00	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:	16-Aug-2006 10:37:19	Offset:	8.8 dB
Checked:	24-Jan-2007 12:21:19	Level:	113.80 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	446510 bytes 85.17% free

Battery Level: 96% Source: INT

File Translated:	P:\Projects - All Users\D21200.00+\D21300.00 LAUSD South LA HS#3 SEIR\Noise\Location04.slmdl
Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	EIP/PBS&J
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	West side of Hoover St. - south corner of 60th St.
Note1:	Primary source: Traffic, construction noise from midblock
Note2:	40 feet from Hoover median
Octave Filters:	None

Overall Measurement

Start Time:	24-Jan-2007 13:45:11
Elapsed Time:	00:15:00.0
Leq:	69.1 dBA
SEL:	98.6 dBA
Dose:	0.00 %
Proj. Dose:	0.81 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	52.2 dBA	24-Jan-2007 13:56:31
Max:	82.2 dBA	24-Jan-2007 13:48:53
Peak-1:	108.1 dBF	24-Jan-2007 13:48:52
Peak-2:	103.8 dBA	24-Jan-2007 13:45:21

Current Measurement

Start Time:	24-Jan-2007 13:45:11
Elapsed Time:	00:15:00.0
Leq:	69.1 dBA
SEL:	98.6 dBA
Dose:	0.00 %
Proj. Dose:	0.81 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	52.2 dBA	24-Jan-2007 13:56:31
Max:	82.2 dBA	24-Jan-2007 13:48:53
Peak-1:	108.1 dBF	24-Jan-2007 13:48:52
Peak-2:	103.8 dBA	24-Jan-2007 13:45:21

L 1.67	76.8 dBA	L 50.00	65.7 dBA
L 8.33	73.2 dBA	L 66.67	62.3 dBA
L 33.33	68.6 dBA	L 90.00	58.0 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	115.00	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:	16-Aug-2006 10:37:19	Offset:	8.8 dB
Checked:	24-Jan-2007 12:21:19	Level:	113.80 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	446510 bytes 85.17% free

Battery Level: 95% Source: INT

File Translated:	P:\Projects - All Users\D21200.00+\D21300.00 LAUSD South LA HS#3 SEIR\Noise\Location05.slmdl
Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	EIP/PBS&J
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	Southwest corner of Slauson Ave./Hoover St.
Note1:	Primary source: Traffic
Note2:	45 feet from Slauson median
Octave Filters:	None

Overall Measurement

Start Time:	24-Jan-2007 14:12:56
Elapsed Time:	00:15:00.0
Leq:	74.9 dBA
SEL:	104.5 dBA
Dose:	0.09 %
Proj. Dose:	3.11 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	62.7 dBA	24-Jan-2007 14:19:57
Max:	90.6 dBA	24-Jan-2007 14:22:01
Peak-1:	111.2 dBF	24-Jan-2007 14:22:00
Peak-2:	103.8 dBA	24-Jan-2007 14:22:01

Current Measurement

Start Time:	24-Jan-2007 14:12:56
Elapsed Time:	00:15:00.0
Leq:	74.9 dBA
SEL:	104.5 dBA
Dose:	0.09 %
Proj. Dose:	3.11 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	62.7 dBA	24-Jan-2007 14:19:57
Max:	90.6 dBA	24-Jan-2007 14:22:01
Peak-1:	111.2 dBF	24-Jan-2007 14:22:00
Peak-2:	103.8 dBA	24-Jan-2007 14:22:01

L 1.67	83.3 dBA	L 50.00	71.7 dBA
L 8.33	78.7 dBA	L 66.67	70.0 dBA
L 33.33	73.3 dBA	L 90.00	67.1 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	115.00	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		
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Paused:	0 times for 00:00:00.0		

Calibrated:	16-Aug-2006 10:37:19	Offset:	8.8 dB
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Calibrator	LD 0504	Level:	114.0 dB
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History Records:	Disabled	Number History Records:	18

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Model/Serial Number:	814 / A0174
Firmware/Software Revs:	1.026 / 1.07
Name:	EIP/PBS&J
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	Southeast corner of Slauson Ave./Bonsallo Ave.
Note1:	Primary source: Traffice
Note2:	35 feet from Slauson median
Octave Filters:	None

Overall Measurement

Start Time:	24-Jan-2007 14:35:20
Elapsed Time:	00:15:00.0
Leq:	72.4 dBA
SEL:	101.9 dBA
Dose:	0.00 %
Proj. Dose:	1.73 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Current Measurement

Start Time:	24-Jan-2007 14:35:20
Elapsed Time:	00:15:00.0
Leq:	72.4 dBA
SEL:	101.9 dBA
Dose:	0.00 %
Proj. Dose:	1.73 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	58.4 dBA	24-Jan-2007 14:46:46	
Max:	88.1 dBA	24-Jan-2007 14:47:56	
Peak-1:	113.7 dBF	24-Jan-2007 14:47:56	
Peak-2:	102.8 dBA	24-Jan-2007 14:44:26	

Min:	58.4 dBA	24-Jan-2007 14:46:46	
Max:	88.1 dBA	24-Jan-2007 14:47:56	
Peak-1:	113.7 dBF	24-Jan-2007 14:47:56	
Peak-2:	102.8 dBA	24-Jan-2007 14:44:26	

L 1.67	80.2 dBA	L 50.00	69.6 dBA
L 8.33	75.6 dBA	L 66.67	67.4 dBA
L 33.33	71.6 dBA	L 90.00	62.7 dBA

Detector:	Slow		
Weighting:	A		
SPL Exceedance Level 1:	115.00	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:	16-Aug-2006 10:37:19	Offset:	8.8 dB
Checked:	24-Jan-2007 12:21:19	Level:	113.80 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	446510 bytes 85.17% free

Battery Level: 95% Source: INT

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Firmware/Software Revs:	1.026 / 1.07
Name:	EIP/PBS&J
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	Northeast corner of Bonsallo Ave./W. 59th St.
Note1:	Primary source: Traffic, ice cream truck
Note2:	20 feet from Bonsallo median
Octave Filters:	None

Overall Measurement

Start Time:	24-Jan-2007 15:00:02		
Elapsed Time:	00:15:00.0		
Leq:	63.3 dBA		
SEL:	92.9 dBA		
Dose:	0.00 %		
Proj. Dose:	0.21 %		
Threshold:	0 dB		
Criterion:	90 dB		
Exchange Rate:	3 dB		
Min:	47.2 dBA	24-Jan-2007 15:10:45	
Max:	80.3 dBA	24-Jan-2007 15:08:48	
Peak-1:	100.6 dBF	24-Jan-2007 15:14:28	
Peak-2:	93.9 dBA	24-Jan-2007 15:11:55	

Current Measurement

Start Time:	24-Jan-2007 15:00:02		
Elapsed Time:	00:15:00.0		
Leq:	63.3 dBA		
SEL:	92.9 dBA		
Dose:	0.00 %		
Proj. Dose:	0.21 %		
Threshold:	0 dB		
Criterion:	90 dB		
Exchange Rate:	3 dB		
Min:	47.2 dBA	24-Jan-2007 15:10:45	
Max:	80.3 dBA	24-Jan-2007 15:08:48	
Peak-1:	100.6 dBF	24-Jan-2007 15:14:28	
Peak-2:	93.9 dBA	24-Jan-2007 15:11:55	

L 1.67	74.6 dBA	L 50.00	55.6 dBA
L 8.33	66.1 dBA	L 66.67	53.0 dBA
L 33.33	58.1 dBA	L 90.00	50.3 dBA

Detector:	Slow			
Weighting:	A			
SPL Exceedance Level 1:	115.00	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:	16-Aug-2006 10:37:19	Offset:	8.8 dB
Checked:	24-Jan-2007 12:21:19	Level:	113.80 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	446510 bytes 85.17% free

Battery Level: 95% Source: INT

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Firmware/Software Revs:	1.026 / 1.07
Name:	EIP/PBS&J
Descr1:	12301 Wilshire Blvd., Ste. 430
Descr2:	Los Angeles, CA 90025
Setup/Setup Descr:	15minute.slm / 15 Minute
Location:	Southwest corner of Slauson Ave./Figueroa St.
Note1:	Primary source: Traffic
Note2:	40 feet from Slauson Ave. median
Octave Filters:	None

Overall Measurement

Start Time:	24-Jan-2007 15:22:33
Elapsed Time:	00:15:00.0
Leq:	74.7 dBA
SEL:	104.2 dBA
Dose:	0.08 %
Proj. Dose:	2.93 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	61.8 dBA	24-Jan-2007 15:25:57
Max:	86.7 dBA	24-Jan-2007 15:35:24
Peak-1:	112.1 dBF	24-Jan-2007 15:35:23
Peak-2:	104.1 dBA	24-Jan-2007 15:28:00

Current Measurement

Start Time:	24-Jan-2007 15:22:33
Elapsed Time:	00:15:00.0
Leq:	74.7 dBA
SEL:	104.2 dBA
Dose:	0.08 %
Proj. Dose:	2.93 %
Threshold:	0 dB
Criterion:	90 dB
Exchange Rate:	3 dB

Min:	61.8 dBA	24-Jan-2007 15:25:57
Max:	86.7 dBA	24-Jan-2007 15:35:24
Peak-1:	112.1 dBF	24-Jan-2007 15:35:23
Peak-2:	104.1 dBA	24-Jan-2007 15:28:00

L 1.67	81.4 dBA	L 50.00	73.1 dBA
L 8.33	77.8 dBA	L 66.67	72.0 dBA
L 33.33	74.2 dBA	L 90.00	69.4 dBA

Detector: Slow
Weighting: A

SPL Exceedance Level 1:	115.00	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:	16-Aug-2006 10:37:19	Offset:	8.8 dB
Checked:	24-Jan-2007 12:21:19	Level:	113.80 dB
Calibrator	LD 0504	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Disabled	Number History Records:	18

814 Memory:	524288 bytes
Free Memory:	446510 bytes 85.17% free

Battery Level: 95% Source: INT

Appendix F Traffic Study

Traffic Study for
Los Angeles Unified School District
South Los Angeles Area New High School #3
Los Angeles, CA

October 17, 2007

Prepared For:

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JA62L1X

Table of Contents

1. INTRODUCTION 1

A. PROJECT LOCATION 1
B. PROJECT DESCRIPTION 1
C. PROJECT STUDY AREA 4
D. ANALYSIS METHODOLOGY 4

2. EXISTING CONDITIONS (YEAR 2007) 8

A. EXISTING ROADWAY SYSTEM 8
B. EXISTING TRANSIT SERVICE ..... ERROR! BOOKMARK NOT DEFINED.
C. EXISTING INTERSECTION LEVELS OF SERVICE 12

3. FUTURE (2012) GROWTH CONDITIONS WITH AREA PROJECTS 15

A. AMBIENT GROWTH 15
B. AREA PROJECTS 15
C. PEAK HOUR INTERSECTION LEVEL OF SERVICE 18

4. PROJECT TRAFFIC 24

A. PROJECT TRIP GENERATION 24
B. PROJECT TRIP DISTRIBUTION 25
C. PROJECT TRIP ASSIGNMENT 25

5. FUTURE (2012) GROWTH WITH AREA PROJECTS AND PROPOSED PROJECT 30

6. PROJECT TRAFFIC IMPACTS AND MITIGATION MEASURES 33

A. DETERMINATION OF TRAFFIC IMPACTS 33
B. ROADWAY VACATION IMPACT ANALYSIS 35
C. NEIGHBORHOOD IMPACT ANALYSIS 36
D. RECOMMENDED MITIGATION MEASURES 36

7. PROPOSED STADIUM USE 39

8. ON-SITE PARKING AND CIRCULATION 41

A. PARKING DEMAND ANALYSIS 41
B. VEHICULAR ACCESS AND CIRCULATION 44
C. PEDESTRIAN ACCESS 45
D. COMPLIANCE WITH LAUSD SITE PLANNING GUIDELINES 46

9. PEDESTRIAN ACCESS ANALYSIS 50

A. PEDESTRIAN ROUTES 50
B. PEDESTRIAN CONTROL NEED ANALYSIS 53

10. CONGESTION MANAGEMENT PLAN CONFORMANCE 57

11. SUMMARY AND PROJECT RECOMMENDATIONS 58

A. ANALYSIS CONCLUSIONS 58
B. PROJECT MITIGATION 59
C. PROJECT ACCESS AND PEDESTRIAN ROUTES 60

List of Figures

FIGURE 1 – PROJECT SITE LOCATION 2
FIGURE 2 – PROJECT SITE PLAN 3
FIGURE 3 – STUDY INTERSECTIONS AND ROADWAY SEGMENTS 5
FIGURE 4 – INTERSECTION GEOMETRY 9
FIGURE 5 – AREA TRANSIT LINES 11
FIGURE 6 – EXISTING (2007) AM PEAK HOUR TURN VOLUMES 13
FIGURE 7 – EXISTING (2007) PM PEAK HOUR TURN VOLUMES 14
FIGURE 8 – FUTURE (2012) WITH AMBIENT GROWTH AM PEAK HOUR VOLUMES 16
FIGURE 9 – FUTURE (2012) WITH AMBIENT GROWTH PM PEAK HOUR VOLUMES 17
FIGURE 10 – LOCATIONS OF AREA PROJECTS 19
FIGURE 11 – AREA PROJECT ONLY TRIP ASSIGNMENT – AM PEAK HOUR 20
FIGURE 12 – AREA PROJECT ONLY TRIP ASSIGNMENT – PM PEAK HOUR 21
FIGURE 13 – FUTURE (2012) GROWTH WITH AREA PROJECTS – AM PEAK-HOUR TURN VOLUMES 22
FIGURE 14 – FUTURE (2012) GROWTH WITH AREA PROJECTS – PM PEAK-HOUR TURN VOLUMES 23
FIGURE 15 – PROJECT TRIP DISTRIBUTION - INBOUND 26
FIGURE 16 – PROJECT TRIP DISTRIBUTION – OUTBOUND 27
FIGURE 17 – AM PEAK PROJECT TRIP ASSIGNMENT 28
FIGURE 18 – PM PEAK PROJECT TRIP ASSIGNMENT 29
FIGURE 19 – FUTURE (2012) GROWTH WITH AREA PROJECTS AND PROJECT - AM PEAK 31
FIGURE 20 – FUTURE (2012) GROWTH WITH AREA PROJECTS AND PROJECT - PM PEAK 32
FIGURE 21 – EXISTING AREA PARKING AVAILABILITY 43
FIGURE 22 – ESTIMATED SCHOOL PEDESTRIAN TRAFFIC 51
FIGURE 23 – PEDESTRIAN-RELATED CONTROL AND ANALYZED ROUTES 52

List of Tables

TABLE 1 – SUMMARY OF INTERSECTION PERFORMANCE EXISTING (2007) CONDITIONS 12
TABLE 2 – AREA PROJECT TRIP GENERATION ESTIMATES 15
TABLE 3 – INTERSECTION PERFORMANCE - FUTURE (2012) GROWTH AND AREA PROJECTS 18
TABLE 4 – PROJECT TRIP GENERATION ESTIMATES 25
TABLE 5 – INTERSECTION PERFORMANCE - FUTURE (2012) GROWTH WITH AREA PROJECTS AND PROPOSED PROJECT 30
TABLE 6 – DETERMINATION OF PROJECT IMPACTS - AM PEAK PERIOD 34
TABLE 7 – DETERMINATION OF PROJECT IMPACTS - PM PEAK PERIOD 34
TABLE 8 – ROADWAY SEGMENT VACATION IMPACT – AM PEAK PERIOD 35
TABLE 9 – ROADWAY SEGMENT VACATION IMPACT – PM PEAK PERIOD 35
TABLE 10 – NEIGHBORHOOD ROADWAY IMPACT ANALYSIS 36
TABLE 11 – DETERMINATION OF PROJECT IMPACTS - WITH PROPOSED MITIGATION MEASURES – AM PEAK 37
TABLE 12 – DETERMINATION OF PROJECT IMPACTS - WITH PROPOSED MITIGATION MEASURES – PM PEAK 37
TABLE 13 – PROJECT TRIP GENERATION ESTIMATES - FRIDAY PM PEAK PERIOD 40

Appendices

APPENDIX A – ANALYSIS METHODOLOGIES
APPENDIX B – TRAFFIC COUNT DATA
APPENDIX C – ANALYSIS WORKSHEETS FOR EXISTING (2007) CONDITIONS
APPENDIX D – ANALYSIS WORKSHEETS FOR FUTURE (2012) GROWTH AND AREA PROJECTS CONDITIONS
APPENDIX E – ANALYSIS WORKSHEETS FOR FUTURE (2012) GROWTH AND AREA PROJECTS AND PROJECT CONDITIONS
APPENDIX F – PROJECT MEMORANDUM OF UNDERSTANDING WITH LADOT
APPENDIX G – LAUSD TRAFFIC AND PEDESTRIAN SAFETY REQUIREMENTS
APPENDIX H – MANUAL OF POLICIES AND PROCEDURES FOR SMART PEDESTRIAN WARNING DEVICES

1. Introduction

This report documents the traffic study prepared for the South Los Angeles Area New High School (SLAANHS) #3 project proposed by the Los Angeles Unified School District (LAUSD). The proposed high school (Project) would be located on the northwest corner of Hoover Street and 60th Street. Katz, Okitsu & Associates was retained to study the potential traffic, pedestrian safety, and parking impacts of the proposed project.

The following sections examine the potential impacts of the project-related activities on weekday morning and afternoon peak hour operations at key area intersections. The findings of this analysis will be used in the preparation of the project's environmental documentation. The scope and methodologies used for this traffic study were developed in consultation with the City of Los Angeles Department of Transportation (LADOT). The proposed project study area, as defined through consultation with LADOT staff, encompasses eight roadway intersections and six roadway segments. (some roadway analysis was undertaken due to Project-related vacations). Key tasks undertaken for this traffic analysis include: 1) definition of study approach, 2) determination of existing traffic conditions, 3) trip generation forecasts for the project, 4) assignment of project-generated trips to the study area and, 5) evaluation of the impact of project traffic. This report follows LADOT guidelines entitled *Traffic Study Policies and Procedures*. Forecast project trip generation was derived from the Memorandum of Cooperation (MOC) between LAUSD and LADOT of June, 2005.

A. Project Location

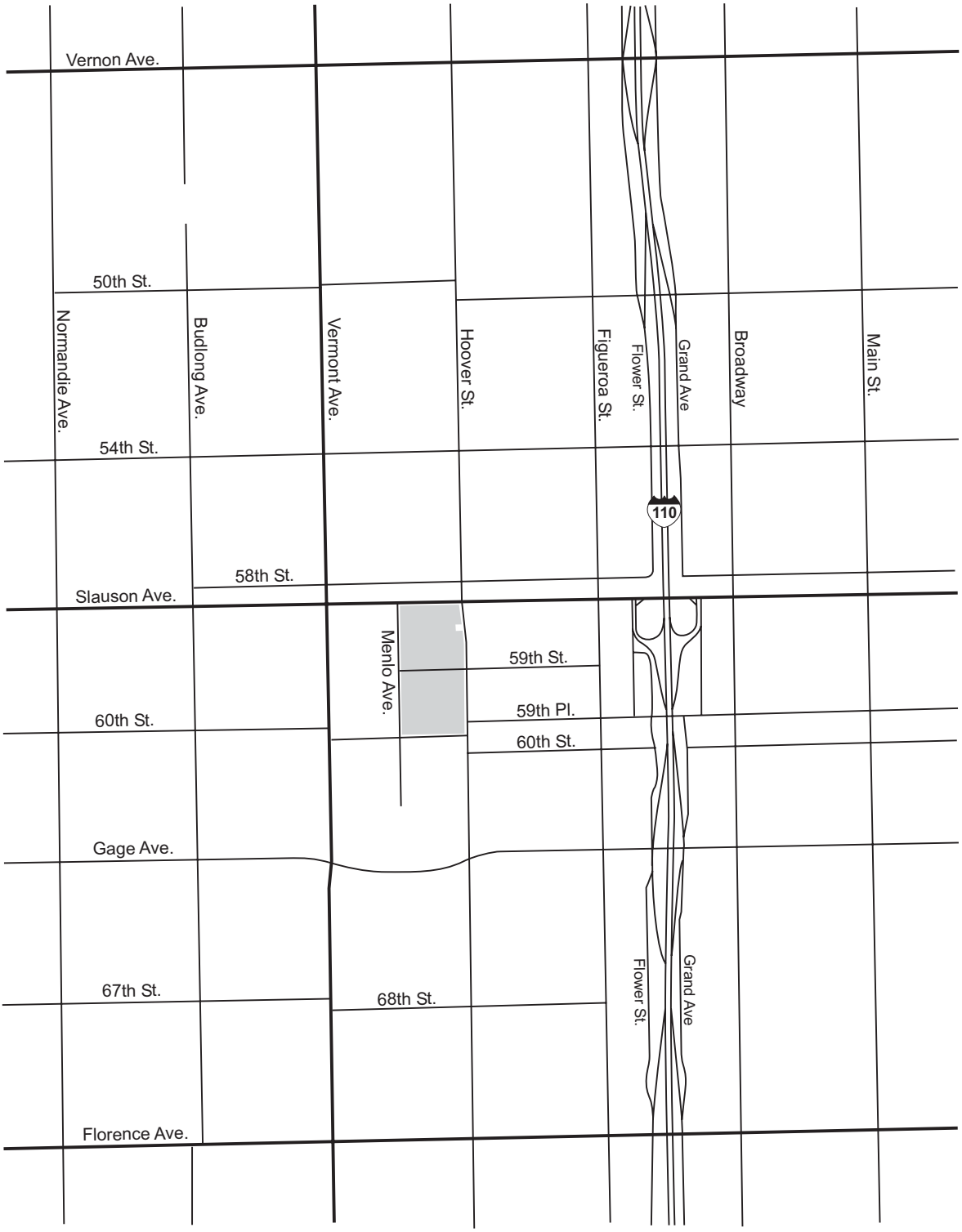
The proposed project site is located within the community of South Los Angeles. The proposed site is bounded by existing commercial businesses along Slauson Avenue on the north, 60th Street on the south, Hoover Street on the east, and Menlo Avenue on the west. The main entrance and the student pick-up/drop-off locations would be located on 60th street, and a bus loading area would be located on Menlo Avenue. Regional access to the site is provided via the I-110 Freeway. Figure 1 illustrates the study area and the site location in relation to the surrounding street system.

B. Project Description

The construction of the project would require the removal of the existing land uses; including 31 single-family residential units, 81 multi-family residential units, 4,552 square feet of commercial retail space, and 4,730 square feet of light industrial space. As part of the proposed project, the roadways of 58th Place, 59th Street, and 59th Place would be vacated between Menlo Avenue and Hoover Street. A short segment of 58th Place near Hoover Street would remain, to provide access to the staff/faculty parking structure and to the east-west commercial alley at the north end of the site.

The proposed Project would provide 75 classrooms and 2,025 two-semester seats for grades 9 through 12, and would provide 450 seats in 15 classrooms for adult education in the evenings. The project would be constructed on 15.26 acres and would include a sport stadium with 1,500 seats. The parking structure would provide 188 vehicle parking spaces.

The main entrance/exit for the parking structure would be located at a driveway on the east side of the remaining stub of 58th Place (near northeast corner of site). An additional exit would be provided at the south end of the parking structure, connecting to Hoover Street at 59th Street. Delivery/service vehicle access would be provided on Hoover Street. The project site plan is provided within Figure 2.



LEGEND

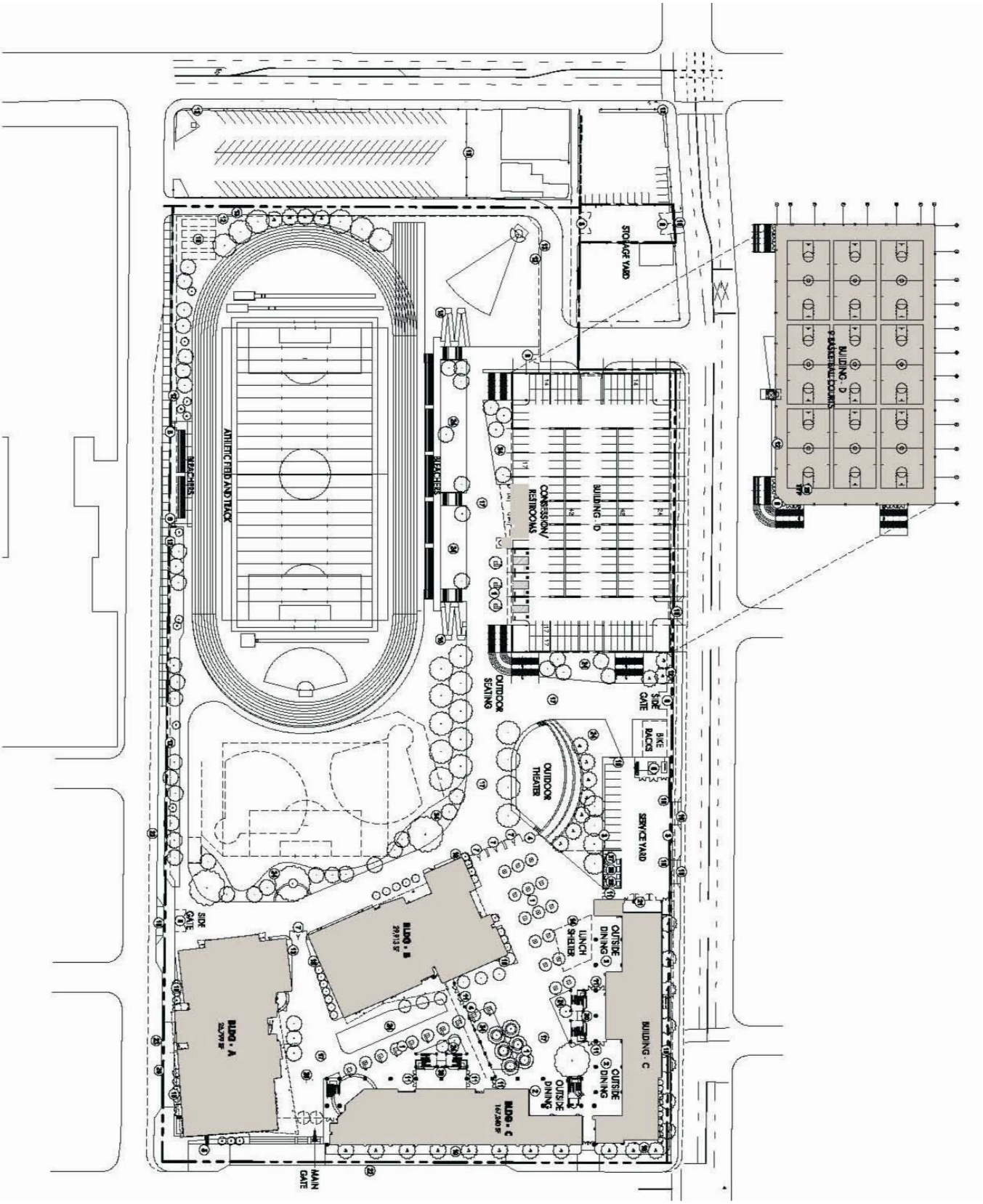
Project Site

N

Katz, Okitsu & Associates
Planning and Engineering

LAUSD South Los Angeles Area New High School #3 — Figure 1

Project Site Location



Source: CSDA Architects, 2007.

Katz, Okitsu & Associates *Planning and Engineering*	LAUSD South Los Angeles Area New High School #3	Figure 2
		Project Site Plan

The roadways of 58th Place, 59th Street, and 59th Place – between the extents of Menlo Avenue and Hoover Street – would be vacated as part of Project construction. An analysis of potential impacts of these vacations was undertaken and is summarized within this report.

The approximate hours of school operation on an average weekday would be from 8:00 a.m. to 3:00 p.m. The proposed school would be operated on a traditional, single-track (two-semester) calendar.

C. Project Study Area

For this traffic analysis, eight locations were defined as study intersections in consultation with LADOT staff. Five of the eight study intersections are controlled by traffic signals. The remaining three locations are stop-controlled intersections. The following is the list of the study locations:

1. Vermont Avenue and Slauson Avenue
2. Menlo Avenue and Slauson Avenue (Stop-controlled intersection)
3. Hoover Street and Slauson Avenue
4. Vermont Avenue and 60th Street (Stop-controlled intersection)
5. Menlo Avenue and 60th Street (Stop-controlled intersection)
6. Hoover Street and 60th Street
7. Vermont Avenue and Gage Avenue
8. Hoover Street and Gage Avenue

In addition, the following is the list of study roadway segments included in the analysis:

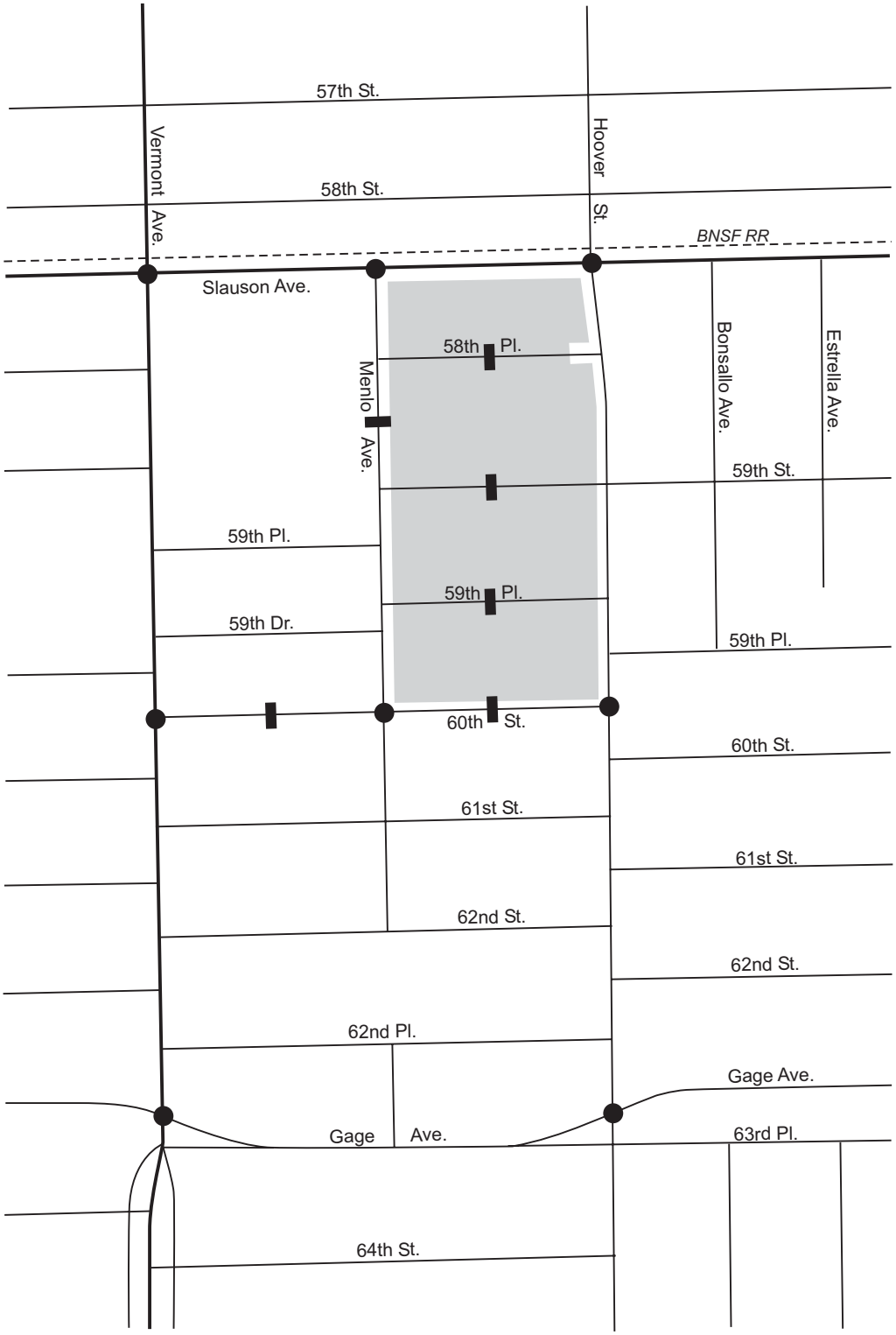
1. 60th Street, between Menlo Avenue and Vermont Avenue
2. 60th Street, between Menlo Avenue and Hoover Street
3. Menlo Avenue, between 58th Place and 59th Street
4. 58th Place, between Menlo Avenue and Hoover Street
5. 59th Street, between Menlo Avenue and Hoover Street
6. 59th Place, between Menlo Avenue and Hoover Street

The locations of the study intersections and study roadway segments are illustrated within Figure 3.

D. Analysis Methodology

This report is prepared in conformance with guidelines set forth by the City of Los Angeles and the modified procedures negotiated between LAUSD and LADOT via the June 24, 2005 Memorandum of Cooperation (MOC). Katz, Okitsu & Associates coordinated with LADOT at the start of this study to achieve consensus on assumptions such as study intersections, ambient growth and area/related projects. Guidelines defined by the LADOT document "Guidelines for Traffic Impact Analysis Reports" and the MOC were utilized to develop this traffic study.

In order to document these assumptions, Katz, Okitsu & Associates submitted a Memorandum of Understanding (MOU) for this report to LADOT. The development of an MOU is a formal process required by LADOT as part of all traffic studies. The list of study intersections was finalized through this process, as was the trip generation assumptions and information on related area projects. The final submitted MOU, dated April 20, 2007, was approved by LADOT on April 24, 2007 and is included in this report as Appendix F.



LEGEND

- Project Site
- Study Intersection
- Study Roadway Segment

N

Katz, Okitsu & Associates
Planning and Engineering

LAUSD South Los Angeles Area New High School #3 — Figure 3

Study Intersections and Roadway Segments

The following text describes the methodology utilized for this report as defined in the MOU document.

Study Scenarios

Weekday morning and afternoon peak hour traffic operations were evaluated at the study intersections for each of the following traffic scenarios:

- Existing (Year 2007) Conditions
- Future (Year 2012) with Ambient Growth and Area Projects
- Future (Year 2012) with Ambient Growth and Area Projects and the Proposed Project

The TRAFFIX software was used to perform the level of service (LOS) analysis of the street network.

Existing Period Conditions

In order to define existing traffic conditions at the study intersections, peak hour turning movement counts were collected at the study intersections on a weekday during the hours of 6:30 AM to 8:30 AM and 4:00 PM to 6:00 PM. The morning and afternoon peak-hour traffic counts are provided in Appendix B of this report.

Fieldwork within the Project study area was undertaken to identify the configuration and general cross-sections of major roadways, to identify traffic control and approach lane configuration at each study intersection, and to locate on-street parking areas and transit stops. Katz, Okitsu & Associates compiled new manual intersection turn movement counts that were conducted at the study intersections on Thursday, April 5, 2007. The results of these counts were utilized to determine existing weekday peak-period conditions. In addition, 24-hour roadway segment machine counts were compiled for the study roadway segments on the same day.

The existing LOS at each of the study intersections is discussed in Section 2 of this report.

Future Period Conditions

In order to define regional traffic growth that would affect operations at the study intersections during the project year (2012), an ambient/background traffic growth rate was defined. This annual growth rate is generally based on the 2004 Los Angeles County Congestion Management Program (CMP) document. The chosen annual growth rate of 1% was utilized to increase existing (year 2007) traffic volumes to establish future (year 2012) base traffic volumes. The applied rate was verified and approved by LADOT staff.

Future Area Development Projects

In addition to future ambient growth, traffic from area/related projects (approved and pending) was considered before examining traffic impacts from the proposed project. Katz, Okitsu & Associates researched information collected by the City of Los Angeles pertaining to approved projects and projects pending approval in the study area. Daily and peak hour trips that would be generated from each of the area projects were computed. The trip rates are generally based on the Institute of Transportation Engineers (ITE) *Trip Generation 7th Edition* published in 2003.

The LOS for future conditions at the study intersections with traffic from area projects is discussed in Section 3 of this report.

Project Trip Generation and Distribution

Forecast Project trip generation was derived from the MOC between LAUSD and LADOT. In order to calculate trip generation totals, trip rates per student based on empirical trip generation surveys were applied. Project trip generation for the p.m. peak-period analysis was taken from ITE *Trip Generation (7th edition)*. Existing use credits were taken for uses within the project site, that would be removed during project construction, including 31 single-family residential units, 81 multi-family residential units, 4,552 square feet of commercial retail space, and 4,730 square feet of light industrial space.

The methodology utilized for Project trip distribution calculations is discussed in Section 4 of this report.

Level of Service Analysis and Impacts

Katz, Okitsu & Associates quantitatively assessed weekday morning and afternoon peak hour traffic impacts at eight study intersections. As defined by LADOT traffic study guidelines, significant impacts of a proposed project at study intersections must be mitigated to a level of insignificance if feasible. In cases where capacity increases are possible, Katz, Okitsu & Associates analyzed mitigation measures that would restore operations commensurate with the future pre-project period or better.

The LOS for future conditions with related project traffic and project traffic at the study intersections is discussed in Section 5 of this report. Recommended mitigation measures are discussed in Section 6.

Level of Service Methodology

For analysis of LOS at signalized intersections, LADOT has designated the Circular 212 Planning methodology as the desired tool. The concept of roadway LOS under the Circular 212 method is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A facility is "at capacity" (v/c of 1.00 or greater) when extreme congestion occurs. This volume/capacity ratio value is based upon volumes by lane, signal phasing, and approach lane configuration.

For the two stop-controlled intersections, LOS analysis was based on LADOT policy for such calculations. The approved LADOT methodology is based on the same Circular 212 Planning methodology for signalized intersections, but with two-phase geometry and a 20% reduction in the default lane capacity.

LOS values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway. Typically, LOS D is the lowest acceptable operating condition. Appendix A of this report provides information regarding traffic analysis methodology and LOS definitions for signalized and stop-controlled roadway intersections.

2. Existing Conditions (Year 2007)

This section documents the existing conditions in the study area. The discussion is limited to specific roadways in the project's vicinity. Figure 4 depicts the approach lane and traffic control configuration at the study intersections.

A. Existing Roadway System

The roadways discussion below is limited to those facilities that form the study intersections.

Slauson Avenue - Within the study area, Slauson Avenue is an east-west major highway class II providing two travel lanes in each direction with striped center line and left turn lane at intersections. Parking is generally prohibited on both side of the street. In addition, there is a railroad corridor that borders the north side of Slauson Avenue.

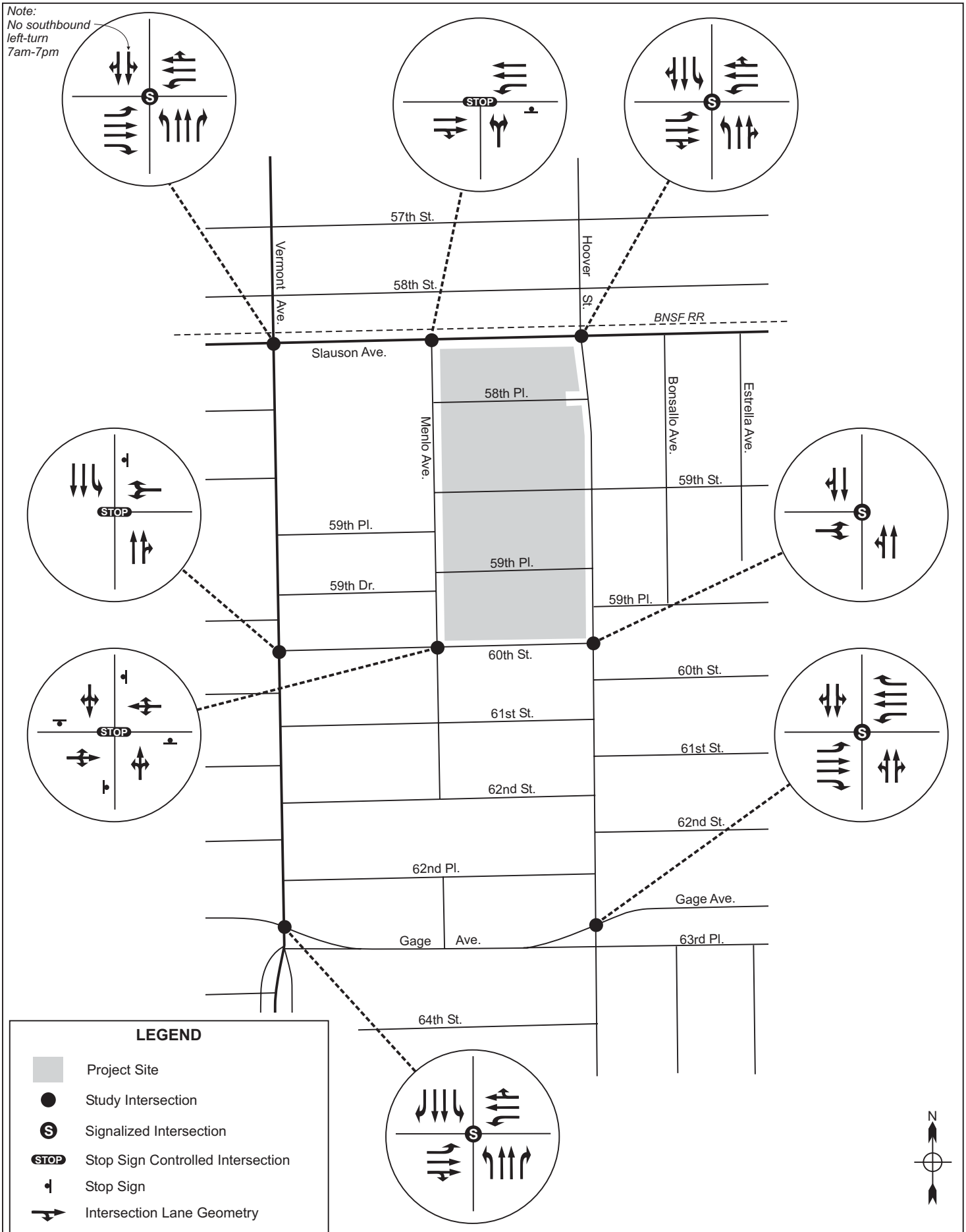
Gage Avenue – Within the study area, Gage Avenue is an east-west secondary arterial providing two travel lanes in each direction with striped left turn lane at major intersections. Parking is generally permitted and the posted speed limit is 35 mph.

Vermont Avenue – Within the study area, Vermont Avenue is a north-south major arterial providing two travel lanes in each direction with striped center line, and left-turn lane at intersections. Parking is generally permitted and the posted speed limit is 35 mph.

Menlo Avenue – Within the study area, Menlo Avenue is a north-south local street providing one travel lane in each direction. Parking is generally permitted in both directions.

Hoover Street – Within the study area, Hoover Street is a north-south major highway class II arterial providing two travel lanes in each direction. Parking is generally permitted in both directions.

58th Place, 59th Street, 59th Place, and 60th Street – These four roadways are local two-lane roadways that are primarily fronted by residential uses. All of the roadways are discontinuous within the local neighborhood, in that the roadways are either offset at intersections with north-south roadways, or often terminate at "T" intersections and continue via a separate leg to the north or south.



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LAUSD South Los Angeles Area New High School #3 — Figure 4

Intersection Geometry

B. Existing Transit Service

The proposed Project site is served by bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (LACMTA or "Metro"). Transit lines that serve the overall study area, and lines that have stops within walking distance of the proposed Project site, are both described below. Figure 5 illustrates the routes of the following transit services that serve the Project study area.

Metro Bus Lines

Metro Line 204 operates as a local north-south bus route that provides service between Athens, Vermont Knolls, Los Angeles, West Lake, and City of Hollywood. Within the study area, the line travels along Vermont Avenue. This service provides an approximate frequency of six minutes in the weekday peak periods.

Metro Line 754 operates as a regional north-south Metro Rapid bus route that provides service between Athens, Vermont Knolls, Los Angeles, West Lake, and City of Hollywood. Within the study area, the line travels along Vermont Avenue. This service provides an approximate frequency of 4-8 minutes in the weekday peak periods.

Metro Lines 108 operate as a local east-west bus route that provide service between Marina Del Rey and Pico Rivera via Slauson Avenue through the cities of Hyde Park, Culver City, Los Angeles, Maywood and City of Commerce. The line travels along Slauson Avenue within the study area. This service provides an approximate frequency of 10 to 20 minutes in the weekday peak periods.

Metro Line 358 operates as a limited stop service bus route that provides service between Marina Del Rey and Pico Rivera via Slauson Avenue through the cities of Hyde Park, Culver City, Los Angeles, Maywood and City of Commerce. The line travels along Slauson Avenue within the study area. This service provides an approximate frequency of 10 to 20 minutes in the weekday peak periods.

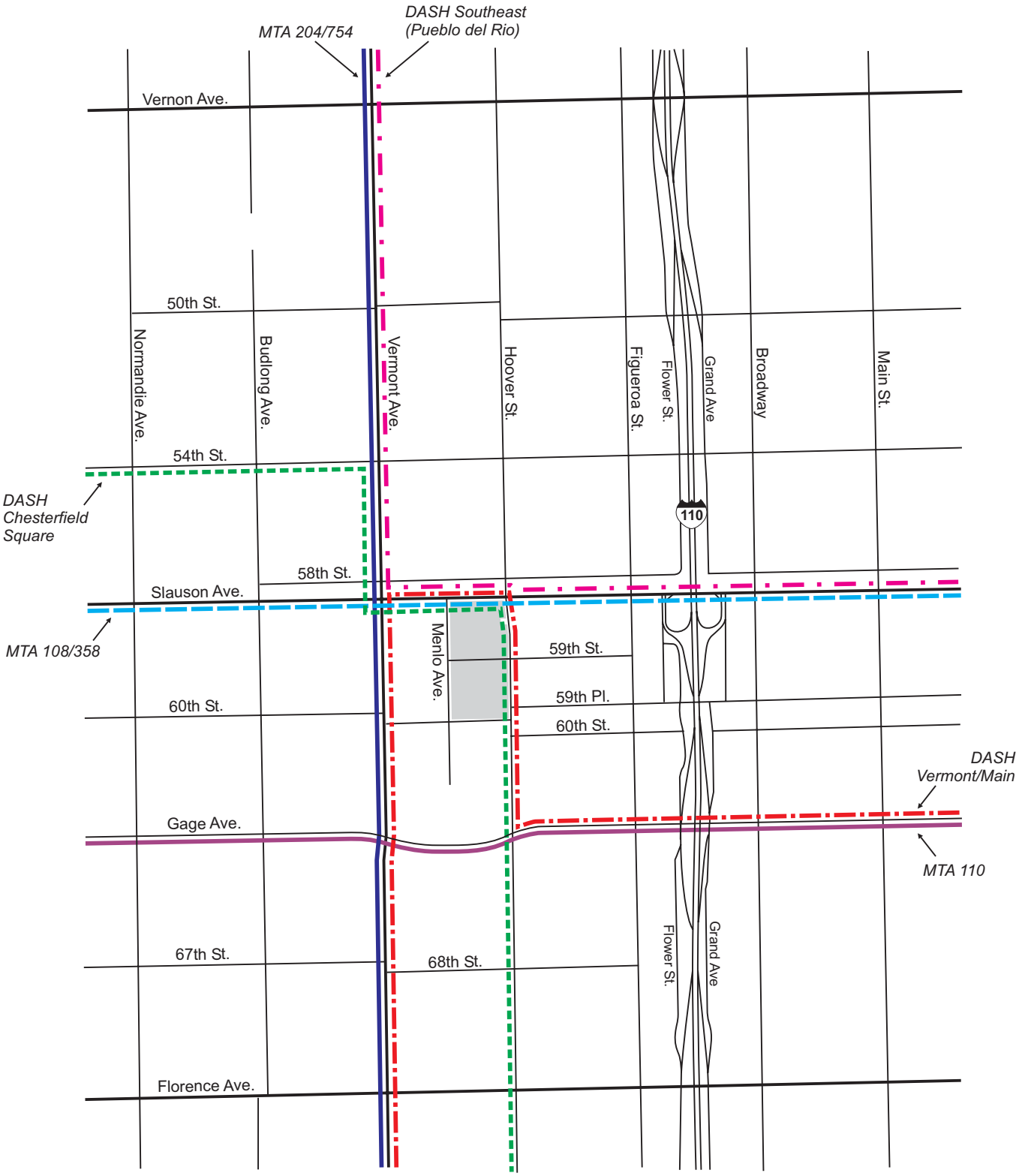
Metro Line 110 operates as a local east-west bus route that provides service to the study area on its route between Playa Vista, Culver City, Inglewood, Hyde Park, Los Angeles, Florence, Bell, and Bell Gardens. Service is provides every day of the week, including holidays along Gage Avenue. This service provides an approximate frequency of 10 to 20 minutes in the weekday peak periods.

LADOT Bus Lines

DASH – Southeast (Pueblo Del Rio) operates as a local bus route that provides service within south Los Angeles. The line travels along Vermont Avenue and Slauson Avenue within the study area. This service provides an approximate frequency of 20 minutes in the weekday peak periods.

DASH – Chesterfield Square operates as a local bus route that provides service within south Los Angeles. The line travels along 54th Street, Vermont Avenue, Slauson Avenue and Hoover Street within the study area. This service provides an approximate frequency of 20 minutes in the weekday peak periods.

DASH – Vermont/Main operates as a local bus route that provides service within south Los Angeles. The line travels along Vermont Avenue, Slauson Avenue, Hoover Street, and Gage Avenue within the study area. This service provides an approximate frequency of 20 minutes in the weekday peak periods.



LEGEND

Project Site

See map for transit line designations

N

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LAUSD South Los Angeles Area New High School #3 — Figure 5

Area Transit Lines

C. Existing Intersection Levels of Service

Using the traffic counts taken at the study area intersections (existing 2007 conditions) and a volume-to-capacity (V/C) ratio, the corresponding LOS was determined for all of the study area intersections for the morning and afternoon peak hours. Table 1 provides the V/C ratios and LOS values for each study intersection, for existing (2007) conditions.

Table 1 – Summary of Intersection Performance
Existing (2007) Conditions

	Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Vermont Ave. & Slauson Ave.	0.745	C	0.811	D
2	Menlo Ave. & Slauson Ave. *	0.518	A	0.666	B
3	Hoover St. & Slauson Ave.	0.781	C	0.856	D
4	Vermont Ave. & 60th St. *	0.568	A	0.458	A
5	Menlo Ave. & 60th St. *	0.065	A	0.105	A
6	Hoover St. & 60th St.	0.379	A	0.350	A
7	Vermont Ave. & Gage Ave.	0.781	C	0.741	C
8	Hoover St. & Gage Ave.	0.826	D	0.762	C

** Unsignalized intersection. Level of service (LOS) was calculated based on LADOT policy, which allows for the use of the Circular 212 signalized methodology with a 20% reduction in lane capacity. This normalizes impacts based on project vehicle trip volumes and not existing congestion.*

Table 1 indicates that all eight of the study intersections operate at LOS values of D or better under existing (2007) conditions, during both peak hours.

The traffic analysis worksheets for existing conditions are provided in Appendix C of this report. The existing (year 2007) morning and afternoon peak-hour turn movement volumes at the study intersections are provided in Figures 6 and 7, respectively.

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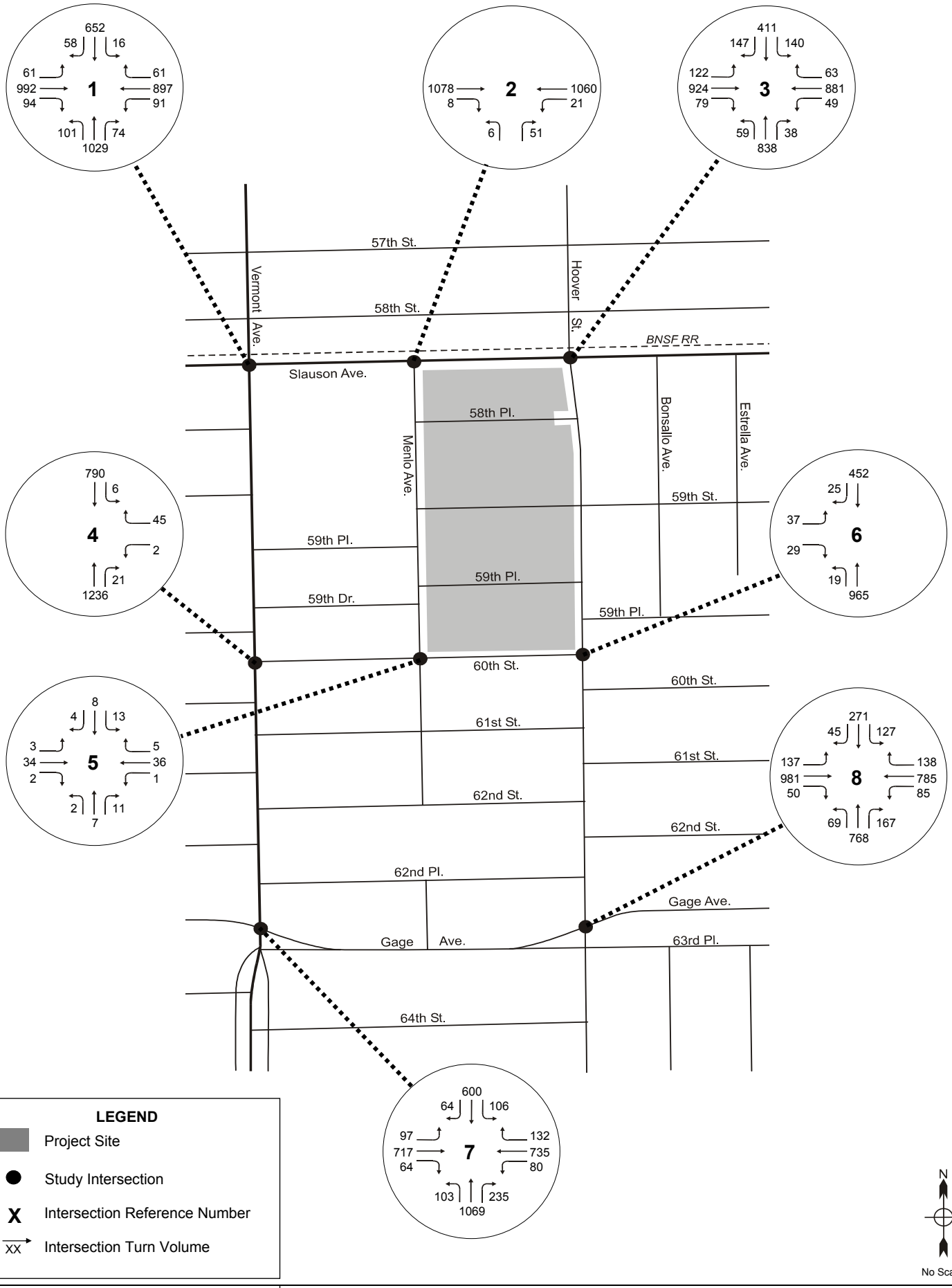

LEGEND

- Project Site
- Study Intersection
- X — Intersection Reference Number
- XX → — Intersection Turn Volume

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Figure 6

Existing (2007) AM Peak Hour Turn Volumes

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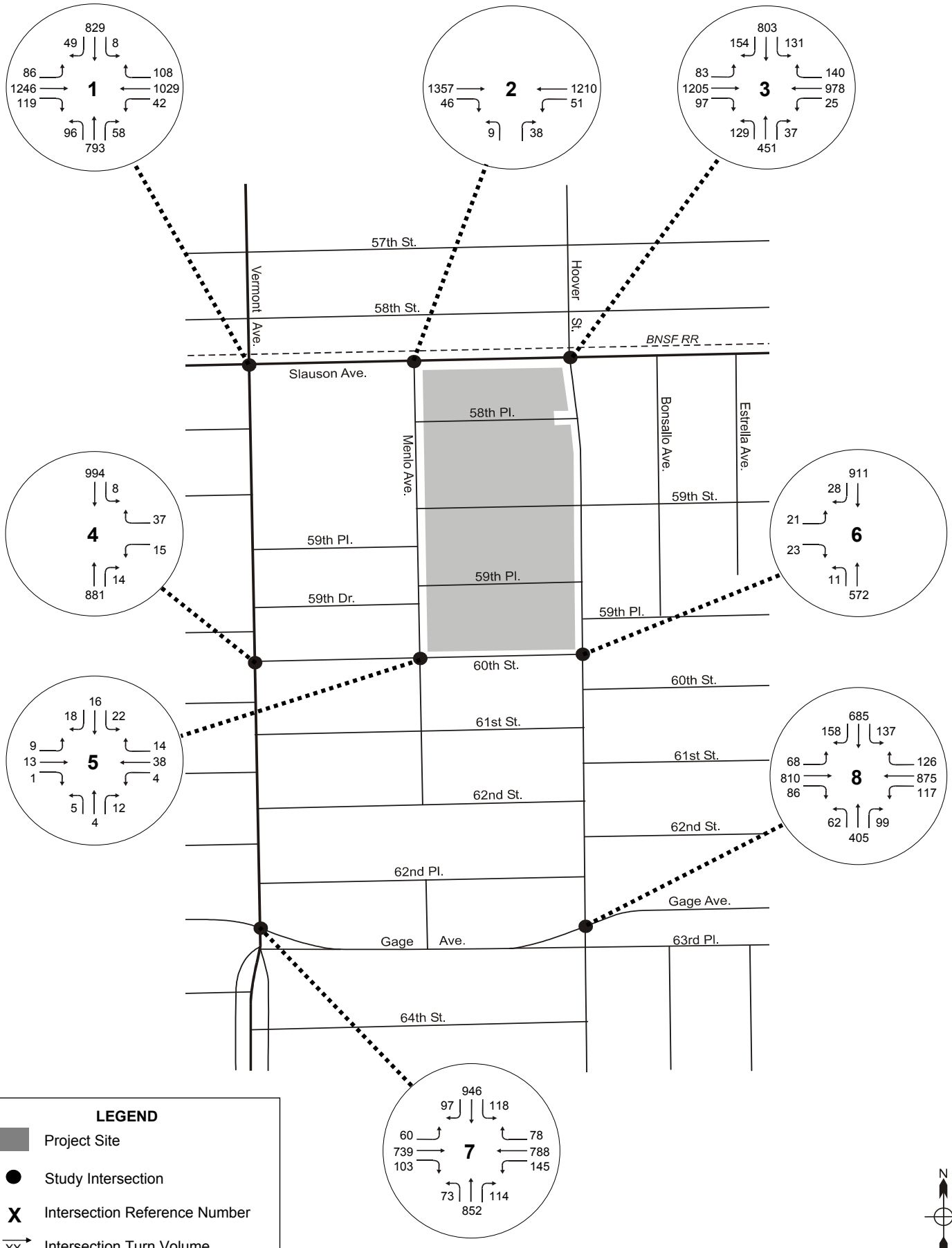

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Figure 7

Existing (2007) PM Peak Hour Turn Volumes

3. Future (2012) Growth Conditions with Area Projects

This section provides an analysis of future traffic conditions in the study area with ambient growth and trips from area projects, but without the proposed Project. The year 2012 was selected for analysis based on the anticipated completion date of the project.

A. Ambient Growth

For the analysis of background traffic during the project year, an annual traffic growth rate factor of 1% was utilized to provide for increases in traffic from the existing traffic counts. This annual rate was discussed and verified with LADOT staff and included in the MOU submittal.

To apply this ambient growth rate to existing (year 2007) volumes, a factor of 1.04 was utilized. This factor provides a 1% annual increase over the four-year period between existing conditions and future (year 2012) conditions.

The future (2012) with ambient growth peak-hour turn movement volumes analyzed in this scenario are provided in Figures 8 and 9 for morning and afternoon peak hours, respectively.

B. Area Projects

An area of influence, defined by an approximate 1.5-mile radius from the Project site, was utilized in order to capture specific locations of other approved and pending projects. Based on a review of the most recent update to the LADOT-related project database, a list of area/related projects was compiled. These projects were considered to potentially contribute measurable traffic volumes to the study area during the future analysis period.

The area projects included in this study for future period analysis, and the trip generation of each, are described in Table 2. Eight projects from the LADOT-generated list were included within this traffic analysis.

Based on the description of the area/related projects provided, trip generation estimates were generally developed using trip generation rates in ITE's *Trip Generation* (7th Edition). Table 2 indicates that the area projects are expected to generate 12,492 daily trips, with 2,088 of these trips generated within the a.m. peak hour and 1,396 trips generated within the p.m. peak hour.

Table 2 – Area Project Trip Generation Estimates

Map #	Project Name	Location	Landuse	Intensity	Units	Daily Total	AM Peak			PM Peak		
							Total	In	Out	Total	In	Out
1	Fast Food Restaurant	5837 S Vermont Ave	Fast Food Restaurant	3.700	ksf	2,649	162	97	65	97	49	48
2	Pizza Hut Restaurant	1851 Slauson Ave	Fast Foof Restaurant	1.680	ksf	219	15	9	6	18	9	9
3	Los Angeles County Office Park	E Slauson Ave & S Los Angeles St	Office	447.500	ksf	3,931	566	498	68	524	89	435
4	Fast Food Restaurant w/drive thru	4380 S Broadway	Fast Food Restaurant w/drive thru	2.540	ksf	1,260	127	65	62	85	44	41
5	LAUSD - CRES #16	E 57th St & S Main St	Elementary School	675	students	871	270	149	121	189	85	104
6	LAUSD - SRES #6	Slauson Ave & Main St	Elementary School	950	students	1,226	386	197	189	272	131	141
7	Private School Expansion	5506 S Vermont Ave	Private School K-8	13.700	ksf	62	20	11	9	0	0	0
8	LAUSD - SRMS #6	46th St & St. Andrews Pl	Middle School	1,404	students	2274	542	298	244	211	110	101
	Total					**12,492**	**2,088**	**1,324**	**764**	**1,396**	**517**	**879**

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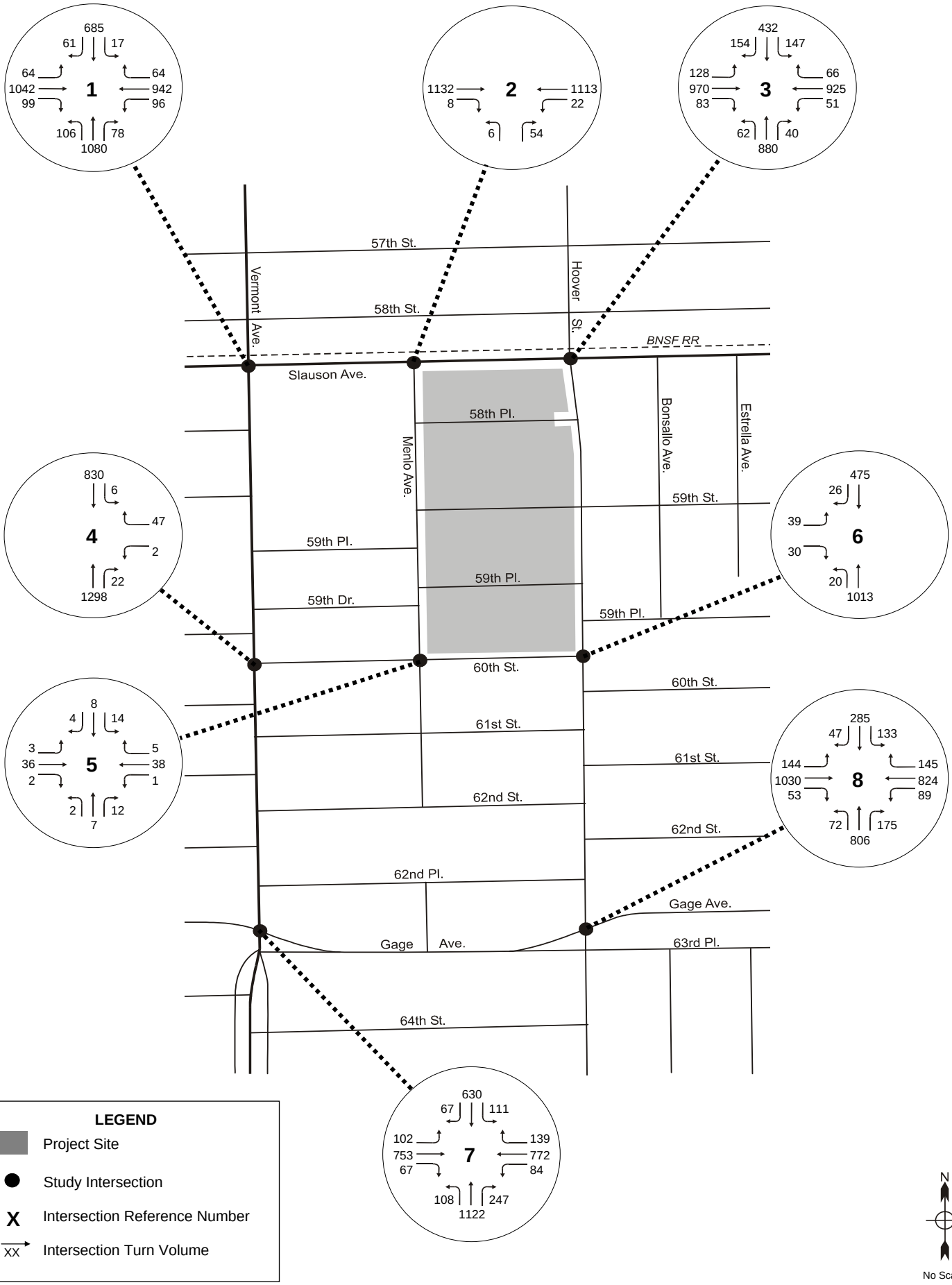

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Figure 8

Future (2012) With Ambient Growth AM Peak Hour Turn Volumes

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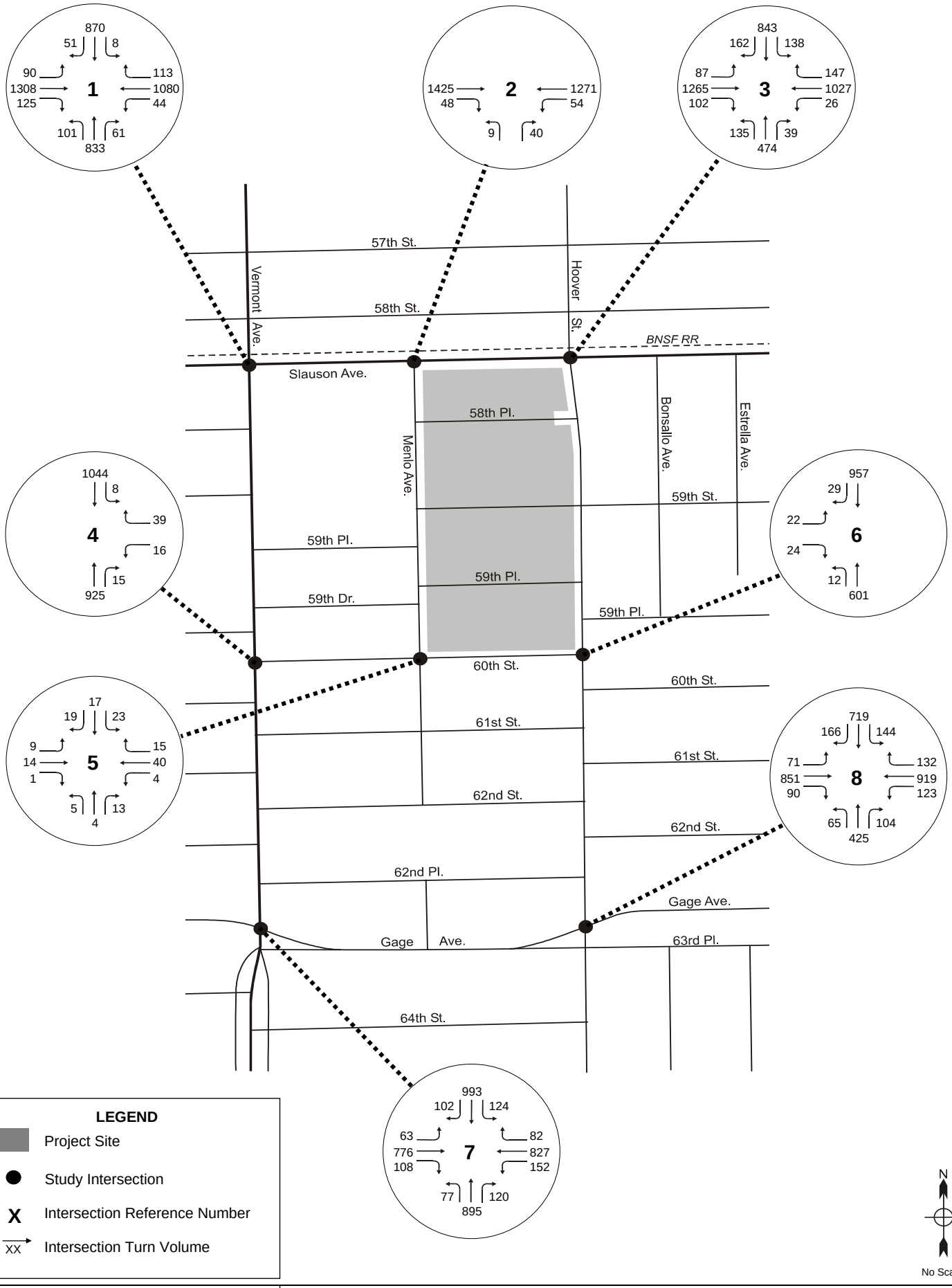

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Figure 9

Future (2012) With Ambient Growth PM Peak Hour Turn Volumes

The area projects were separated into zones that could be included in the TRAFFIX model used in the preparation of this analysis. The area project trips were added to the surrounding street system using a distribution and assignment methodology based on the area roadway network and freeway access points. Additional adjustments were made for area projects near the edges of the study area.

Figure 10 illustrates the locations of the area/related projects. Figures 11 and 12 illustrate the area projects trip assignment by turning movement during the a.m. and p.m. peak hours, respectively.

C. Peak Hour Intersection Level of Service

To analyze future conditions with trips generated by area projects, intersection turn volumes with ambient growth and area projects traffic included were input into the TRAFFIX analysis program and processed with the Circular 212 Planning methodology.

Table 3 summarizes the LOS of the study area intersections under this scenario.

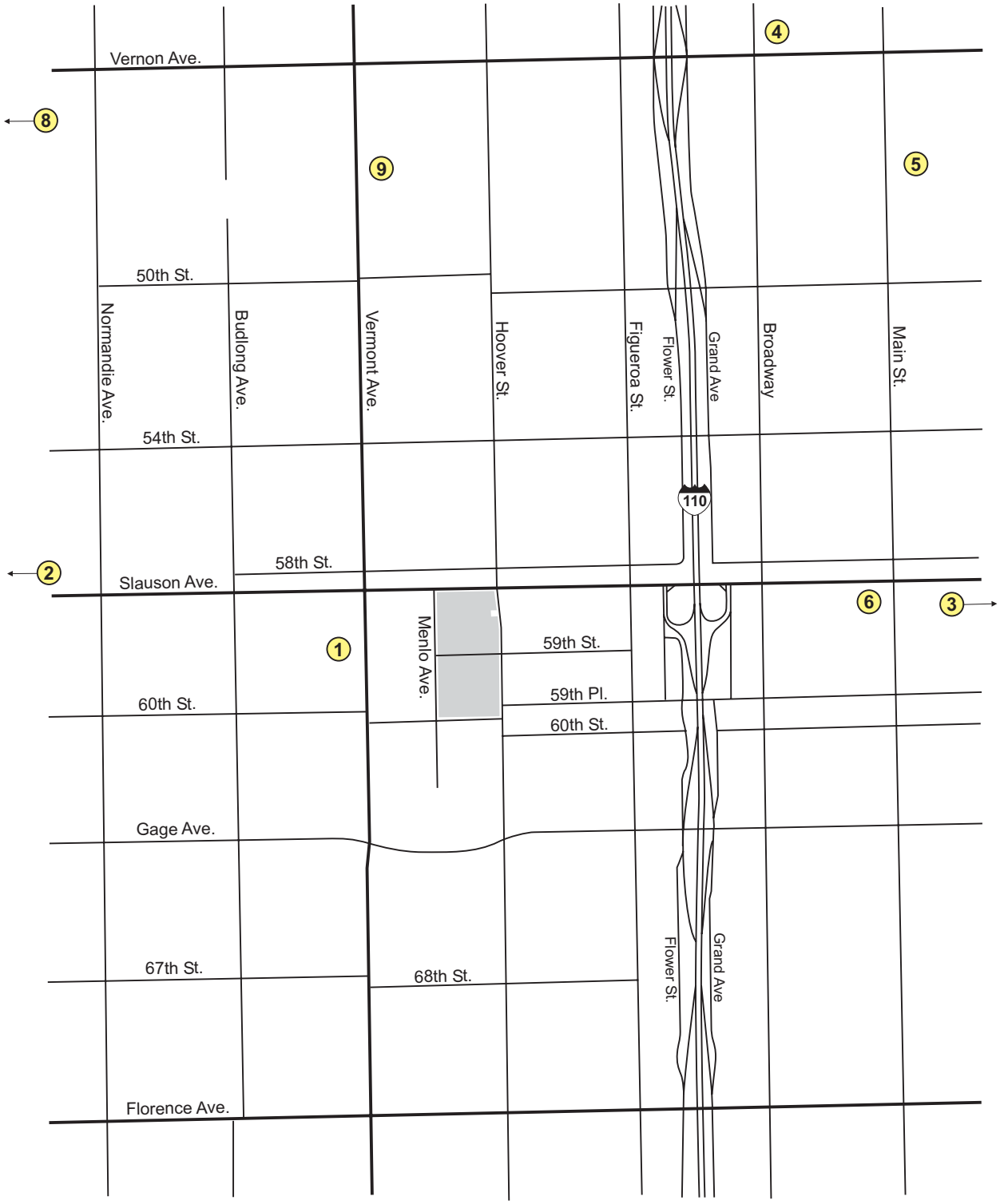
Table 3 – Intersection Performance -
Future (2012) Growth and Area Projects

		Weekday AM Peak Hour		Weekday PM Peak Hour	
	Intersection	V/C	LOS	V/C	LOS
1	Vermont Ave. & Slauson Ave.	0.838	D	0.887	D
2	Menlo Ave. & Slauson Ave. *	0.588	A	0.720	C
3	Hoover St. & Slauson Ave.	0.849	D	0.914	E
4	Vermont Ave. & 60th St. *	0.610	B	0.485	A
5	Menlo Ave. & 60th St. *	0.068	A	0.110	A
6	Hoover St. & 60th St.	0.398	A	0.367	A
7	Vermont Ave. & Gage Ave.	0.835	D	0.783	C
8	Hoover St. & Gage Ave.	0.870	D	0.801	D

** Unsignalized intersection. Level of service (LOS) was calculated based on LADOT policy, which allows for the use of the Circular 212 signalized methodology with a 20% reduction in lane capacity. This normalizes impacts based on project vehicle trip volumes and not existing congestion.*

With the addition of annual ambient growth and trips from planned area projects, seven of the eight study intersections are projected to continue to operate at LOS D or better during both a.m. and p.m. peak hours. The intersection of Hoover Street and Slauson Avenue is projected to worsen from LOS D to LOS E during the p.m. peak hour.

The a.m. and p.m. peak-hour traffic volumes for this scenario are provided in Figures 13 and 14, respectively. The traffic analysis worksheets for this scenario are provided in Appendix D of this report.



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Project Site

(X) Related Project and Reference Number

N

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LAUSD South Los Angeles Area New High School #3 — Figure 10

Locatins of Area/Related Projects

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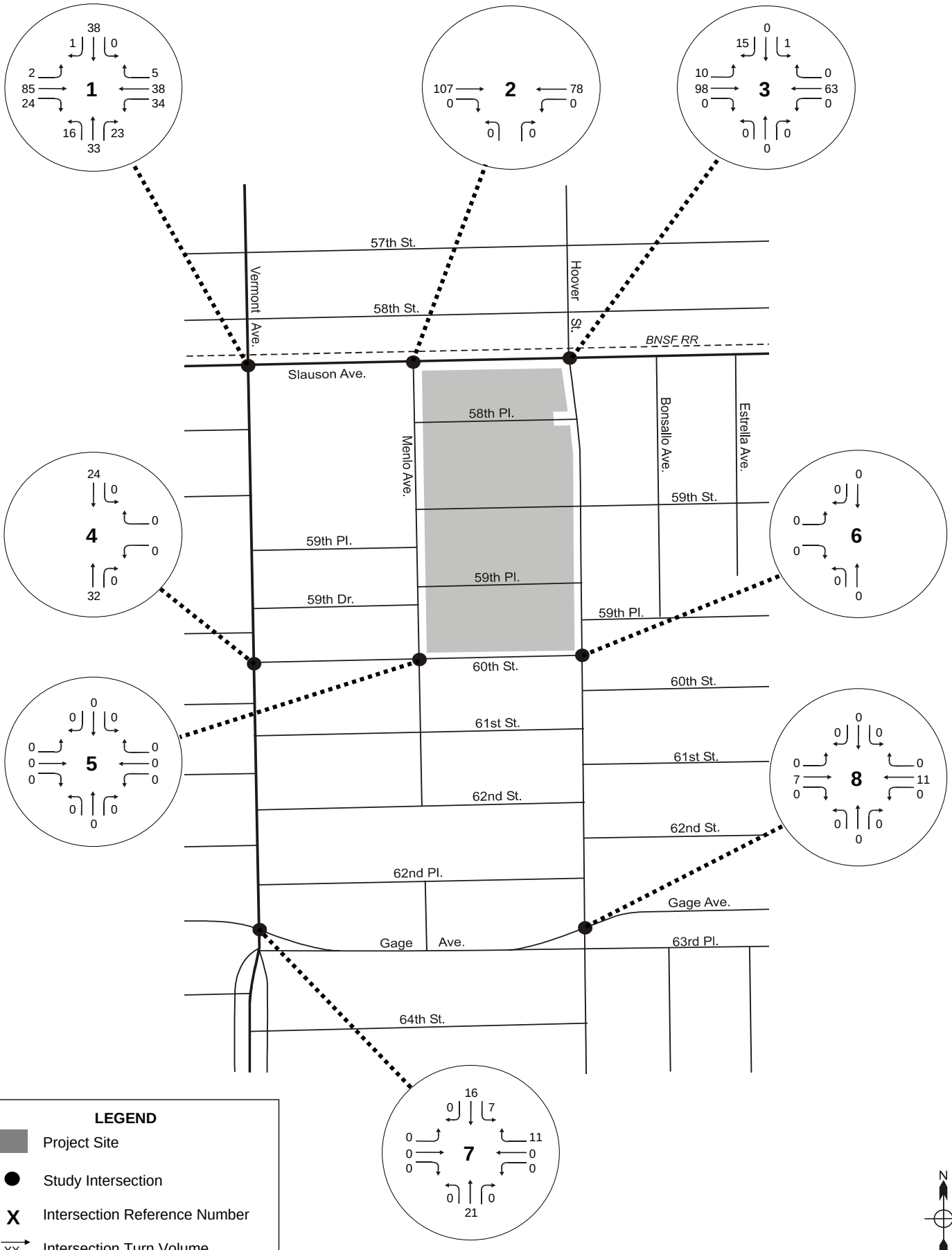

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Figure 11

Area Projects Only Trip Assignment - AM Peak Hour

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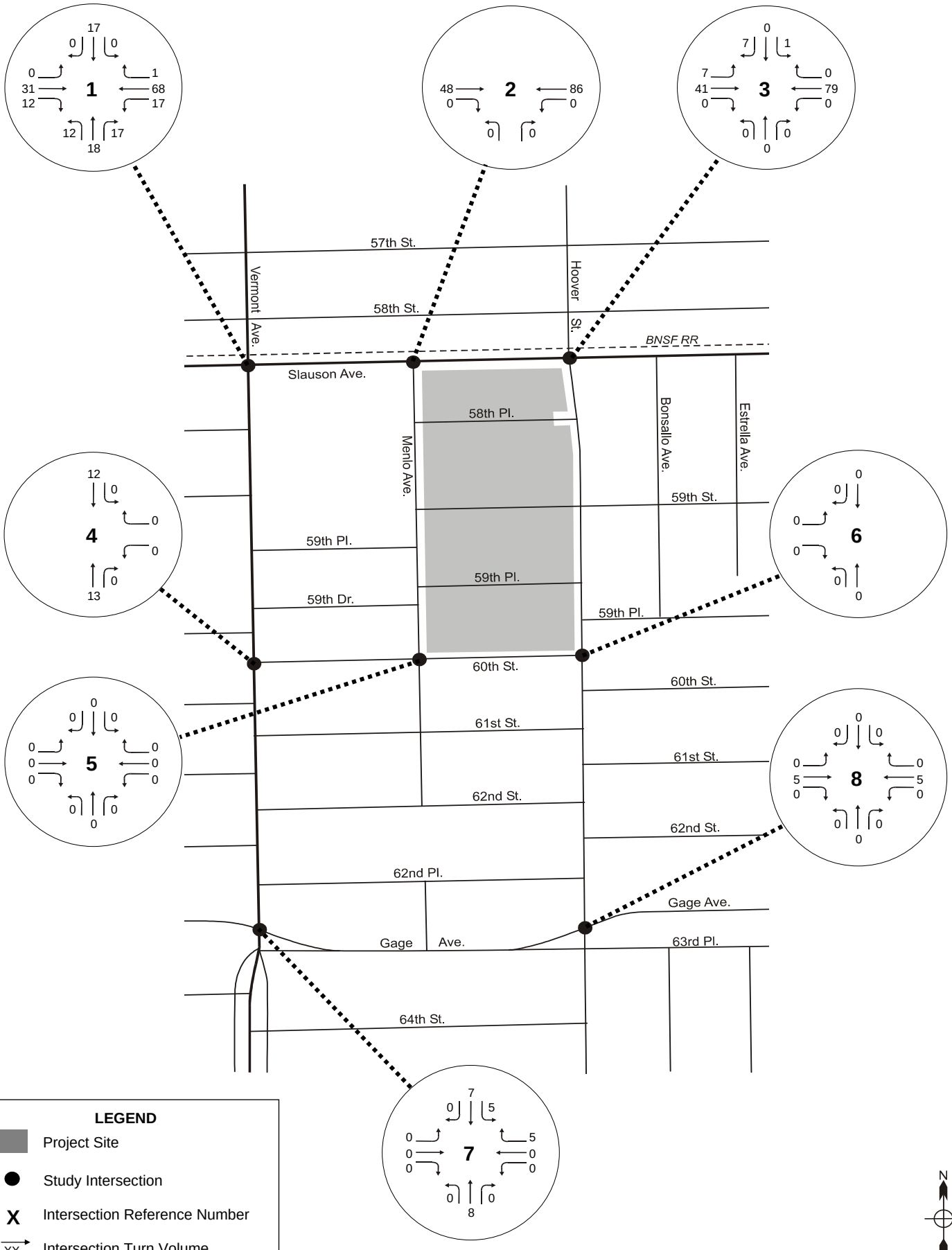

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Figure 12

Area Projects Only Trip Assignment - PM Peak Hour

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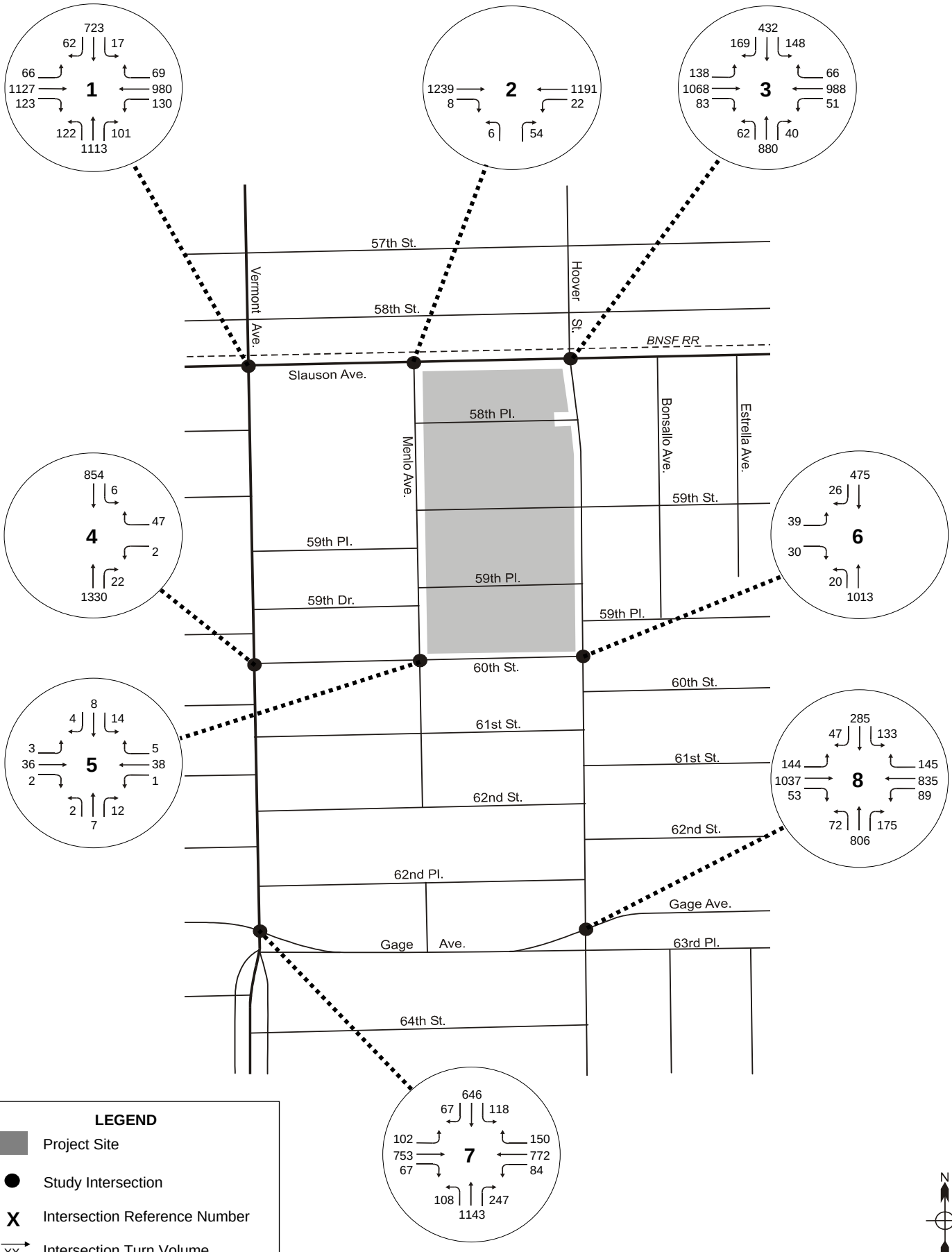

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Figure 13

Future (2012) Growth With Area Projects - AM Peak Hour Turn Volumes

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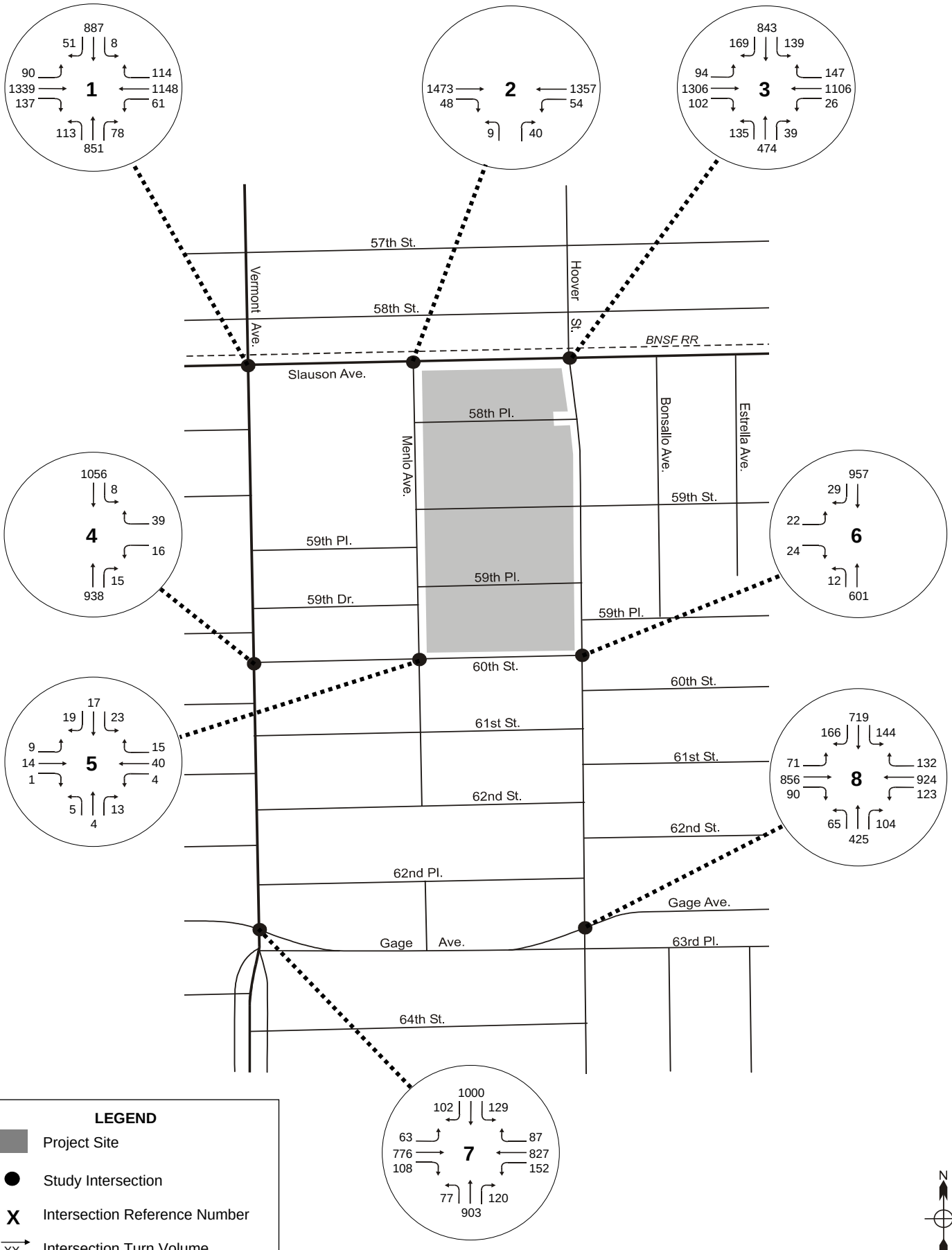

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Figure 14

Future (2012) Growth With Area Projects - PM Peak Hour Turn Volumes

4. Project Traffic

This section defines the traffic that would be generated by the proposed Project in a three-step process including trip generation, trip distribution, and trip assignment.

A. Project Trip Generation

As indicated in Section 1, the proposed Project would provide 75 classrooms and 2,025 two-semester seats for grades 9 through 12, including 450 seats in 15 classrooms for adult education classes in the evenings. The project would be constructed on 15.26 acres. Existing land uses include residential units, commercial retail space, and light industrial space. The net trips that would be generated by the Project were added to future (2012) growth plus area project conditions.

Trip generation for the proposed Project land use was calculated by utilizing the rates established in the June 24, 2005 Memorandum of Cooperation between LADOT and LAUSD. Trip generation for the proposed Project uses not included in the MOC, such as a high school use during the p.m. peak hour and the adult education component was calculated utilizing rates published in ITE *Trip Generation, 7th Edition*. Based on the proposed 2,025 student seats, the proposed high school would generate approximately 721 a.m. peak-hour trips and 427 p.m. peak-hour trips.

The basis for the p.m. peak-hour trip generation calculations was an average afternoon weekday use of the high school (after school programs, and faculty departing trips) and an adult education program. For the Friday p.m. peak-hour analysis, the high school afternoon use was combined with an evening game at the proposed sports stadium, as the adult education program would not operate on Friday evenings. The Friday p.m. trip generation analysis is summarized within Section 7 of this report. Any traffic impact caused by Friday trip generation would be temporary in nature, as sports events are special events occurring five to seven times a year. Therefore, typical physical mitigation measures would not be feasible of warranted.

Table 4 summarizes the project trip generation rates that were utilized for the standard a.m. and p.m. peak period analyses, and the trip generation calculated from these rates. In addition, trip generation totals for the existing land use within the Project site were utilized for trip credits. A total of 68 and 98 trips are estimated to be generated by the existing uses during the a.m. and p.m. peak hours, respectively. Since the existing uses on the proposed site were still in operation when the traffic counts were taken, these would have been included in the existing traffic counts collected for this analysis and were therefore subtracted from the net totals.

As indicated within the bottom row of Table 4, the estimated net trip generation of the proposed project is 721 a.m. peak-hour trips (407 inbound and 314 outbound) and 427 p.m. peak-hour trips (301 inbound and 126 outbound).

Table 4 – Project Trip Generation Estimates

TRIP GENERATION RATES								
Land Use		Units	**Weekday AM Total**	Weekday AM IN	Weekday AM OUT	**Weekday PM Total**	Weekday PM IN	Weekday PM OUT
High School *		student	0.39	0.21	0.18	0.14	0.07	0.07
Adult School **		student	no a.m. operation			1 car per student, 45.5% driving		
Adult School **		staff	no a.m. operation			1 car per staff, 100% driving		
Single-Family Residential		1,000 sq.ft.	0.75	0.19	0.56	1.01	0.64	0.37
Multi-Family Residential		1,000 sq.ft.	0.51	0.10	0.41	0.62	0.40	0.22
Commercial Retail		1,000 sq.ft.	no a.m. operation			2.71	1.19	1.52
Light Industrial		1,000 sq.ft.	0.92	0.81	0.11	0.98	0.12	0.86
EXISTING USES (TRIP CREDITS)								
Land Use	Intensity	Units	**Weekday AM Total**	Weekday AM IN	Weekday AM OUT	**Weekday PM Total**	Weekday PM IN	Weekday PM OUT
Single-Family Residential	31	units	-23	-6	-17	-31	-20	-12
Multi-Family Residential	81	units	-41	-8	-33	-50	-33	-18
Specialty Retail	4.552	1,000 sq.ft.	0	0	0	-12	-5	-7
Light Industrial	4.730	1,000 sq.ft.	-4	-4	-1	-5	-1	-4
FORECAST TRIP GENERATION								
Land Use	Intensity	Units	**Weekday AM Total**	Weekday AM IN	Weekday AM OUT	**Weekday PM Total**	Weekday PM IN	Weekday PM OUT
High School	2,025	students	790	425	365	284	133	150
Adult School #	450	students	0	0	0	227	211	16
	15	staff	0	0	0	15	15	0
TOTALS:			**721**	407	314	**427**	301	126

** AM rates for high school taken from Memorandum of Cooperation (MOC), City of Los Angeles/LAUSD, June 2005; PM rates for high school taken from ITE Trip Generation. Student rates for the high school use provide total trips for students, staff, visitors, and other trips.*

*** The adult school would only operate during the p.m. peak. Rates taken from survey results of Parking Demand Study at LAUSD Skills Center, conducted by Walker Parking Consultants, May 2004. Ratios of driving students and staff taken from study. Student out rate determined by "drop-off" category of survey - drop-off vehicles would depart the site during the same peak-hour. Visitor trips were assumed to be equivalent to Skills Center facility.*

 # For purposes of p.m. trip generation for adult school staff, 15 staff members were assumed to be traveling to the site in the p.m. peak hour. Support staff would arrive before the peak hour and are therefore not included in this total.

B. Project Trip Distribution

Trip distribution is the process of assigning the directions from which traffic will access a project site. Trip distribution is dependent upon the land use characteristics of the project and the general location of other land uses to which project trips would originate or terminate. Project trip distribution was based on the relative location of schools to be relieved by the project, local and sub-regional traffic routes, and regional traffic flows. Figure 15 and 16 illustrates the inbound and outbound patterns of Project trip distribution percentages, respectively.

C. Project Trip Assignment

The final product of the trip assignment process is a full accounting of project trips, by direction and turning movement at the study intersections. The assigned project trips represent net trip totals, which exclude the trips generated by existing land uses. Figures 17 and 18 illustrate the net project trip assignment for the a.m. and p.m. peak hours, respectively.

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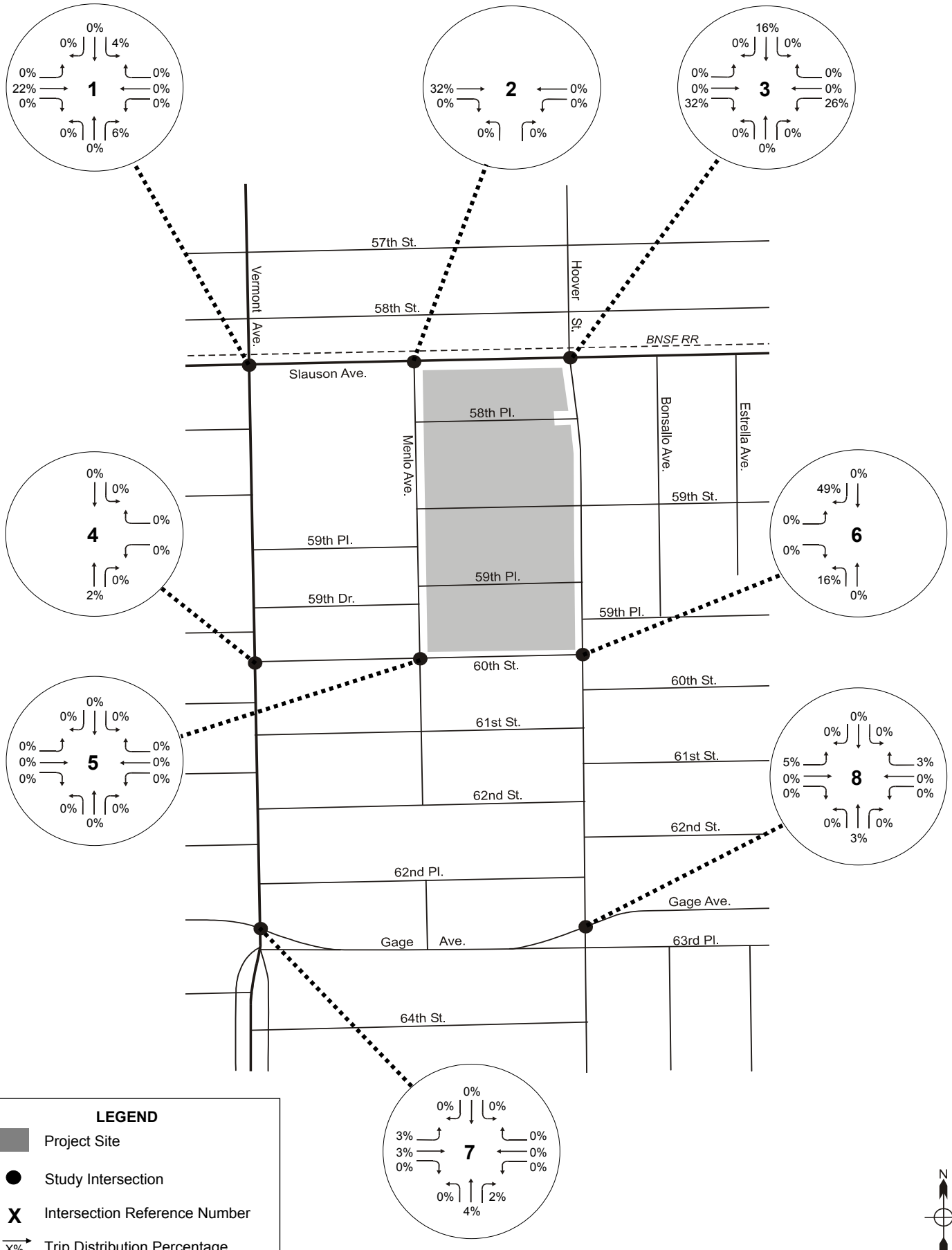

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Figure 15

Project Trip Distribution - Inbound

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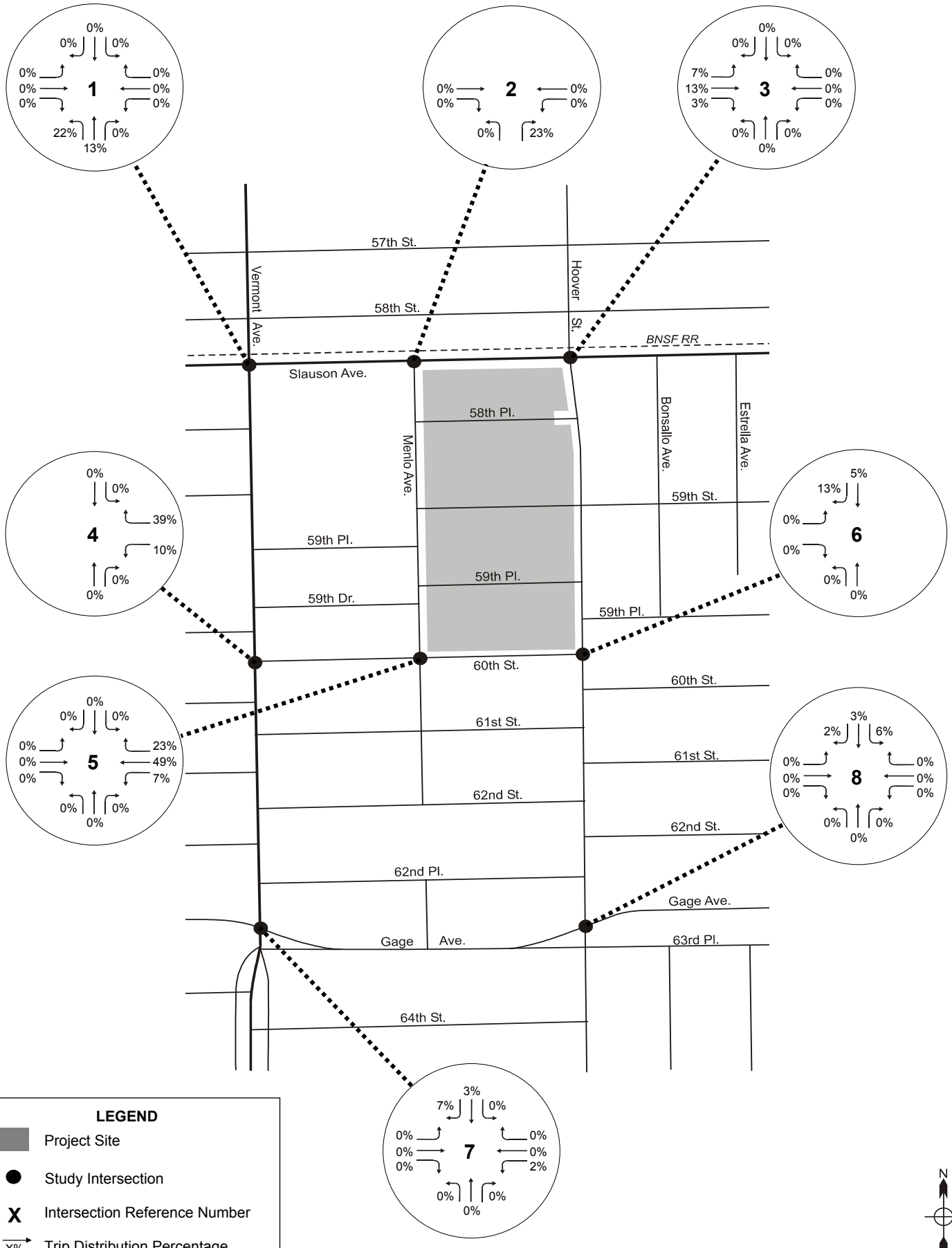

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Figure 16

Project Trip Distribution - Outbound

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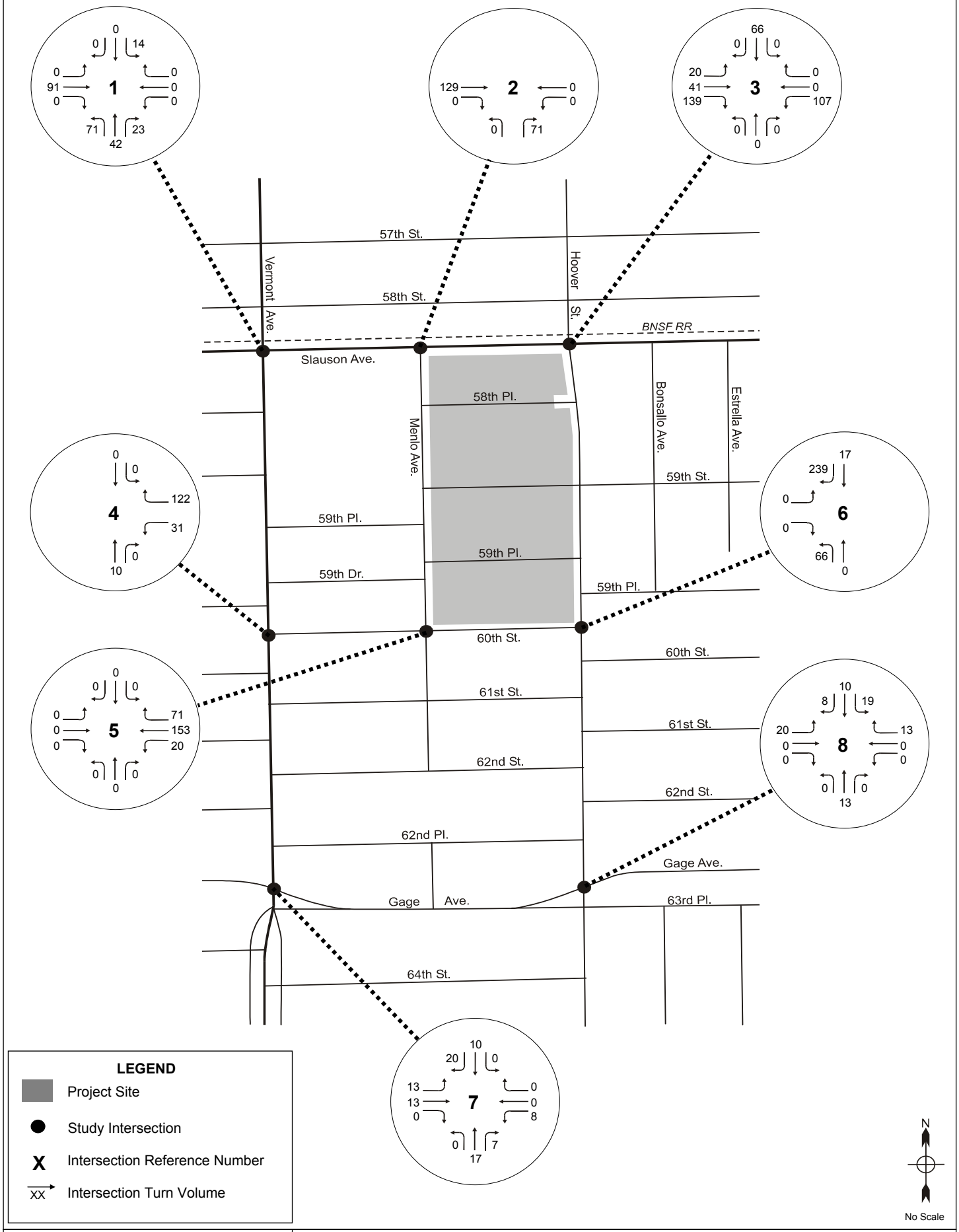

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Figure 17

AM Peak Project Trip Assignment

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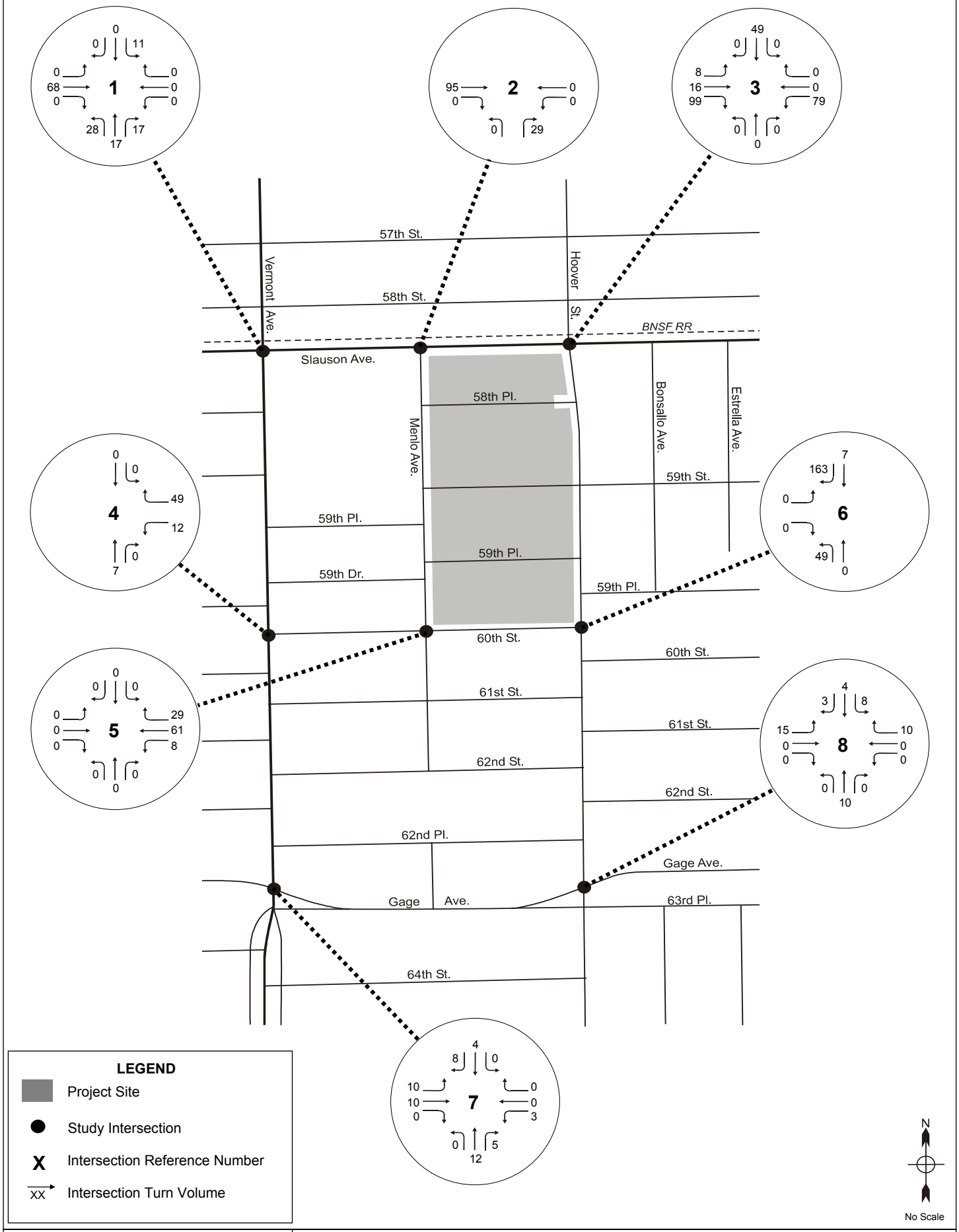

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Figure 18

PM Peak Project Trip Assignment

5. Future (2012) Growth with Area Projects and Proposed Project

This section documents future traffic conditions at the study intersections with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding Project trips to the pre-Project future volumes (with ambient growth and trips from area projects).

Table 5 summarizes the resulting LOS values at the study intersections. Under this scenario, six of the eight study intersections are projected to remain operating at acceptable LOS (D or better).

Table 5 – Intersection Performance - Future (2012) Growth with Area Projects and Proposed Project

		Weekday AM Peak Hour		Weekday PM Peak Hour	
	Intersection	V/C	LOS	V/C	LOS
1	Vermont Ave. & Slauson Ave.	0.944	E	0.943	E
2	Menlo Ave. & Slauson Ave. *	0.701	C	0.783	C
3	Hoover St. & Slauson Ave.	0.955	E	1.022	F
4	Vermont Ave. & 60th St. *	0.741	C	0.536	A
5	Menlo Ave. & 60th St. *	0.272	A	0.192	A
6	Hoover St. & 60th St.	0.453	A	0.456	A
7	Vermont Ave. & Gage Ave.	0.849	D	0.792	C
8	Hoover St. & Gage Ave.	0.887	D	0.809	D

** Unsignalized intersection. Level of service (LOS) was calculated based on LADOT policy, which allows for the use of the Circular 212 signalized methodology with a 20% reduction in lane capacity. This normalizes impacts based on project vehicle trip volumes and not existing congestion.*

Table 5 indicates that six of the eight study intersections would operate at LOS values of D or better under this scenario:

- Menlo Avenue and Slauson Avenue
- Vermont Avenue and 60th Street
- Menlo Avenue and 60th Street
- Hoover Street and Gage Avenue
- Vermont Avenue and Gage Avenue
- Hoover Street and Gage Avenue

The remaining two study intersections would operate at poor LOS (E and F) during at least one of the study periods, under this scenario. Determination of significant traffic impacts from the proposed project is discussed within the next report section.

Figures 19 and 20 illustrate the a.m. and p.m. peak hour turn movement volumes at the study intersections under this scenario. The traffic analysis worksheets for this scenario are included in Appendix E of this report.

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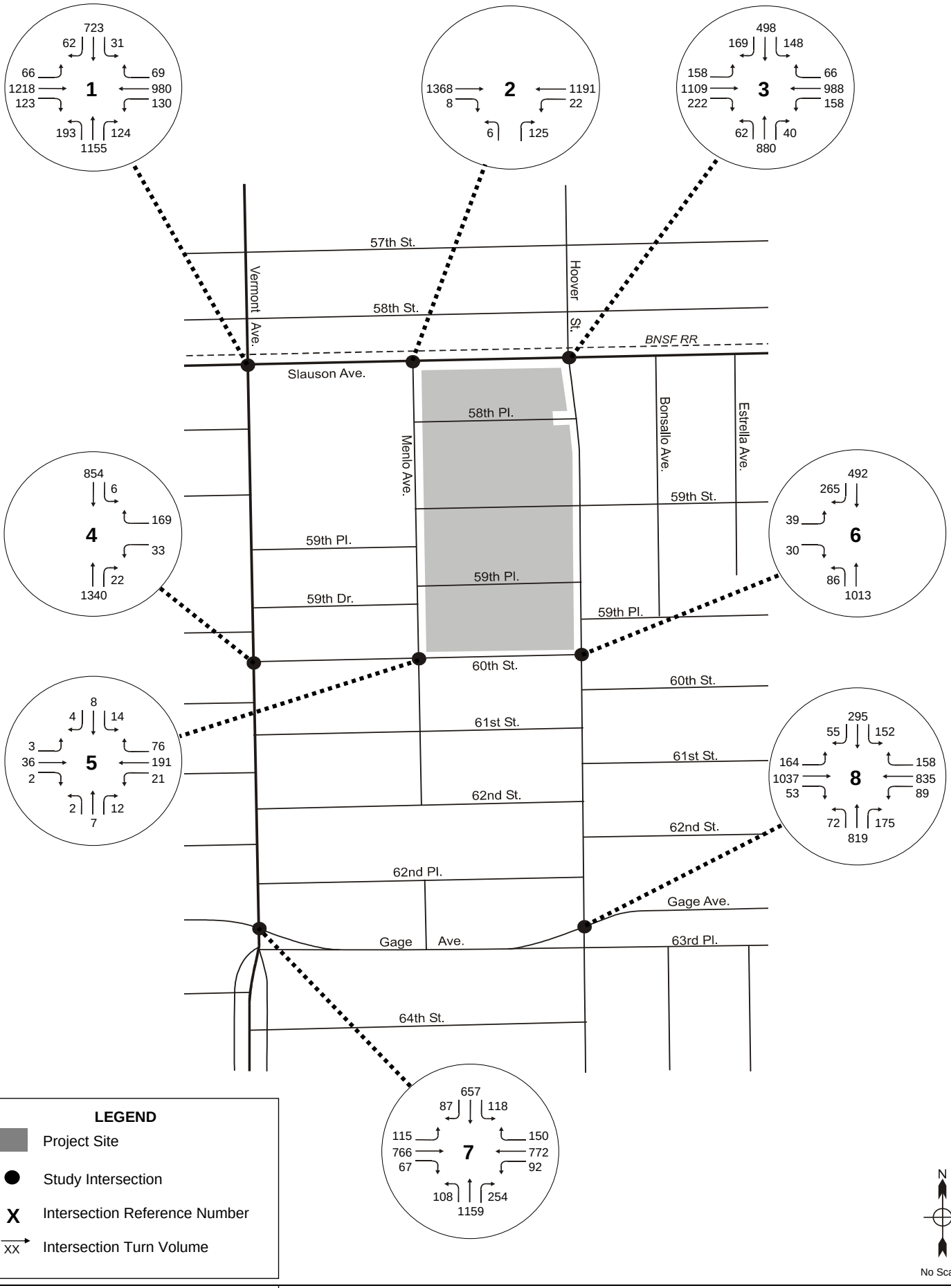

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Figure 19

Future (2012) Growth Conditions With Area Projects and Proposed Project - AM Peak

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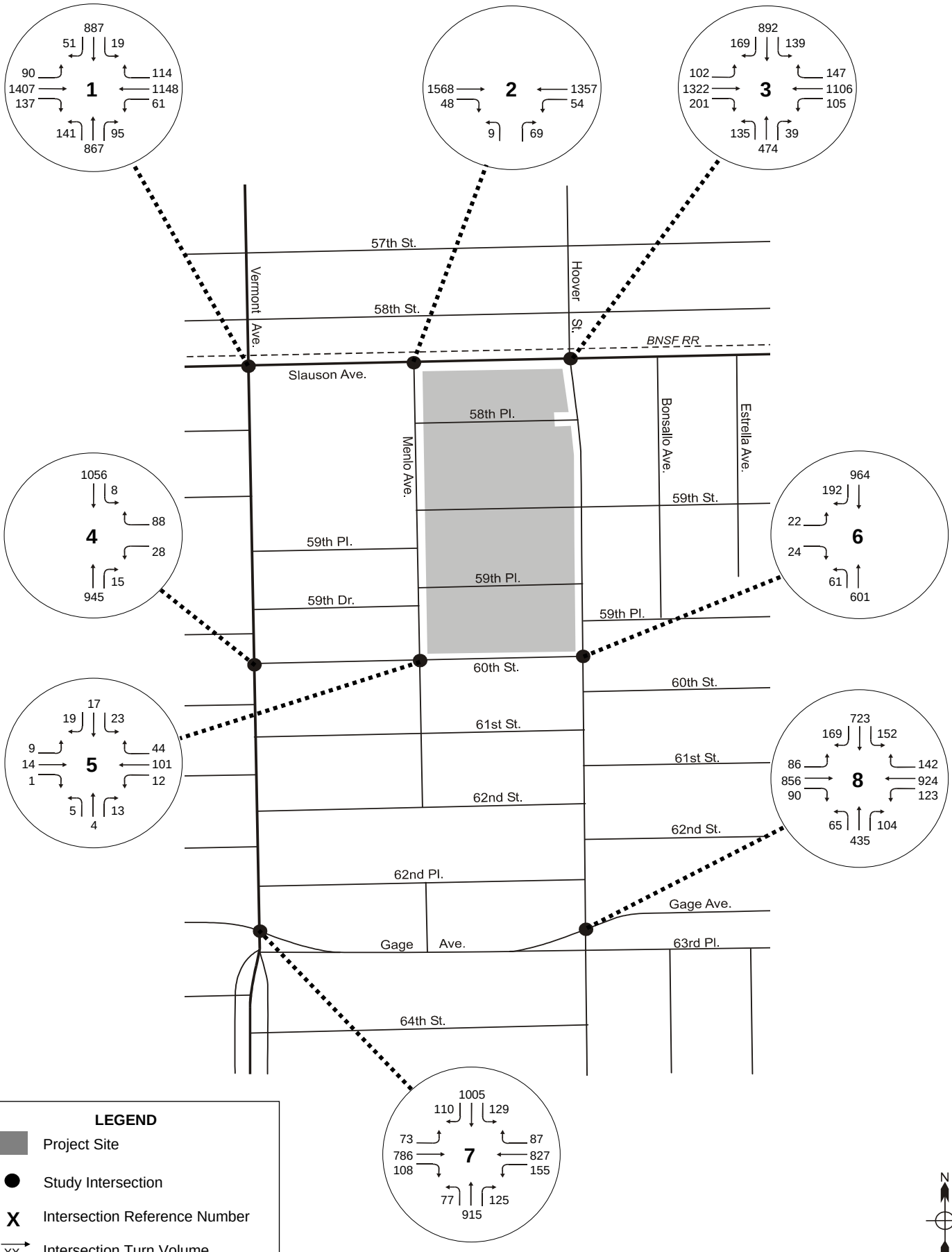

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Figure 20

Future (2012) Growth Conditions With Area Projects and Proposed Project - PM Peak

6. Project Traffic Impacts and Mitigation Measures

A. Determination of Traffic Impacts

Traffic impacts are identified if a proposed development is expected to create a significant change in traffic conditions at a study intersection or roadway segment. An impact is typically identified as significant if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below the poorest acceptable level and project traffic will cause a further decline below a certain threshold.

The City of Los Angeles Department of Transportation (LADOT) has established specific thresholds for project related increases in the V/C ratio of study intersections. The following increases in peak hour V/C ratios are considered "significant" impacts:

Level of Service	Final V/C*	Project Related V/C increase
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 and F	0.901 or more	Equal to or greater than 0.010

** Final V/C is the volume-to-capacity ratio at an intersection, with volumes from the project, ambient growth and area project volumes, and without proposed traffic impact mitigations.*

It should be noted that LADOT does not have a significant impact criteria for stop-controlled intersections. For this study, significant impacts for stop-controlled intersections were determined by analyzing the difference between pre-project and post-project signalized operations, as is used for signalized study intersection, with a 20% reduction in the default capacity of the Circular 212 methodology. The impact measurement was therefore the same – the difference in the v/c ratio due to the proposed Project – for all study intersections.

Tables 6 and 7 provide a comparison of a.m. and p.m. peak-hour operations, respectively, at the study intersections across all study scenarios. Traffic impacts created by the project are calculated by comparing future growth with area projects (pre-Project) conditions to future growth with area projects and Project (post-Project) conditions. The overall traffic impacts created by the proposed Project, and determinations of significant impact, are provided in the right two columns of the table.

The proposed Project would create significant traffic impacts at the following four study intersections:

- Vermont Avenue & Slauson Avenue (a.m. and p.m. peak periods)
- Menlo Avenue & Slauson Avenue (p.m. peak period only)
- Hoover Avenue & Slauson Avenue (a.m. and p.m. peak periods)
- Vermont Avenue & 60th Street (a.m. peak period only)

Table 6 – Determination of Project Impacts - AM Peak Period

Weekday AM Peak Hour Intersection Conditions									
		Existing (2007) Conditions		Future (2012) Pre-Project Conditions		Future (2012) Post-Project Conditions		Diff vs. Pre Proj.	
ID#	Intersection	V/C	LOS	V/C	LOS	V/C	LOS		Signif?
1	Vermont Ave. & Slauson Ave.	0.745	C	0.838	D	0.944	E	0.106	**Yes**
2	Menlo Ave. & Slauson Ave. *	0.518	A	0.588	A	0.701	C	0.113	**Yes**
3	Hoover St. & Slauson Ave.	0.781	C	0.849	D	0.955	E	0.106	**Yes**
4	Vermont Ave. & 60th St. *	0.568	A	0.610	B	0.741	C	0.131	**Yes**
5	Menlo Ave. & 60th St. *	0.065	A	0.068	A	0.272	A	0.204	No
6	Hoover St. & 60th St.	0.379	A	0.398	A	0.453	A	0.055	No
7	Vermont Ave. & Gage Ave.	0.781	C	0.835	D	0.849	D	0.014	No
8	Hoover St. & Gage Ave.	0.826	D	0.870	D	0.887	D	0.017	No

** Unsignalized intersection. Level of service (LOS) was calculated based on LADOT policy, which allows for the use of the Circular 212 signalized methodology with a 20% reduction in lane capacity. This normalizes impacts based on project vehicle trip volumes and not existing congestion.*

Table 7 – Determination of Project Impacts - PM Peak Period

Weekday PM Peak-Hour Intersection Conditions									
		Existing (2007) Conditions		Future (2012) Pre-Project Conditions		Future (2012) Post-Project Conditions		Diff vs. Pre Proj.	
ID#	Intersection	V/C	LOS	V/C	LOS	V/C	LOS		Signif?
1	Vermont Ave. & Slauson Ave.	0.811	D	0.887	D	0.943	E	0.056	**Yes**
2	Menlo Ave. & Slauson Ave. *	0.666	B	0.720	C	0.783	C	0.063	**Yes**
3	Hoover St. & Slauson Ave.	0.856	D	0.914	E	1.022	F	0.108	**Yes**
4	Vermont Ave. & 60th St. *	0.458	A	0.485	A	0.536	A	0.051	No
5	Menlo Ave. & 60th St. *	0.105	A	0.110	A	0.192	A	0.082	No
6	Hoover St. & 60th St.	0.350	A	0.367	A	0.456	A	0.089	No
7	Vermont Ave. & Gage Ave.	0.741	C	0.783	C	0.792	C	0.009	No
8	Hoover St. & Gage Ave.	0.762	C	0.801	D	0.809	D	0.008	No

** Unsignalized intersection. Level of service (LOS) was calculated based on LADOT policy, which allows for the use of the Circular 212 signalized methodology with a 20% reduction in lane capacity. This normalizes impacts based on project vehicle trip volumes and not existing congestion.*

Recommended mitigation measures for the significant study intersection traffic impacts are discussed later in this report section.

B. Roadway Vacation Impact Analysis

The roadways of 58th Place, 59th Street, and 59th Place – between the extents of Menlo Avenue and Hoover Street – would be vacated as part of Project construction. Roadway volume counts on each of these roadway segments were utilized to determine if re-routed traffic (minus trips generated by uses on these roadways that would be demolished) would create adverse impacts at nearby intersections.

The results of the roadway vacation analysis are provided within Table 8 (a.m. peak) and Table 9 (p.m. peak). There would be no change in LOS, or in Project-related significant impacts, with the vacation of these roadways.

Table 8 – Roadway Segment Vacation Impact – AM Peak Period

Weekday AM Peak Hour Intersection Conditions									
		Existing (2007) Conditions		Future (2012) Pre-Project Conditions		Future (2012) Post-Project Conditions		Diff vs. Pre Proj.	Signif?
ID#	Intersection	V/C	LOS	V/C	LOS	V/C	LOS		
2	Menlo Ave. & Slauson Ave. *	0.517	A	0.587	A	0.700	B	0.113	No
3	Hoover St. & Slauson Ave.	0.778	C	0.845	D	0.954	E	0.109	**Yes**
5	Menlo Ave. & 60th St. *	0.075	A	0.079	A	0.282	A	0.203	No
6	Hoover St. & 60th St.	0.398	A	0.418	A	0.477	A	0.059	No

** Unsignalized intersection. Level of service (LOS) was calculated based on LADOT policy, which allows for the use of the Circular 212 signalized methodology with a 20% reduction in lane capacity. This normalizes impacts based on project vehicle trip volumes and not existing congestion.*

Table 9 – Roadway Segment Vacation Impact – PM Peak Period

Weekday PM Peak-Hour Intersection Conditions									
		Existing (2007) Conditions		Future (2012) Pre-Project Conditions		Future (2012) Post-Project Conditions		Diff vs. Pre Proj.	Signif?
ID#	Intersection	V/C	LOS	V/C	LOS	V/C	LOS		
2	Menlo Ave. & Slauson Ave. *	0.663	B	0.716	C	0.780	C	0.064	**Yes**
3	Hoover St. & Slauson Ave.	0.859	D	0.918	E	1.026	F	0.108	**Yes**
5	Menlo Ave. & 60th St. *	0.096	A	0.101	A	0.182	A	0.081	No
6	Hoover St. & 60th St.	0.366	A	0.384	A	0.474	A	0.090	No

** Unsignalized intersection. Level of service (LOS) was calculated based on LADOT policy, which allows for the use of the Circular 212 signalized methodology with a 20% reduction in lane capacity. This normalizes impacts based on project vehicle trip volumes and not existing congestion.*

C. Neighborhood Impact Analysis

In addition to analyzing key intersections within the study area, six residential street segments were included in this analysis. Similar to the intersection analysis, the existing average daily traffic (ADT) at each study segment was adjusted to include the ambient growth and any area/related project traffic estimated on the residential roadway segments. Project-related traffic was then added to these study roadway segments, to provide the analysis of post-Project conditions. The analysis of pre-Project and post-Project volumes determines whether the proposed project would negatively affect operations on these local two-lane roadways.

The City of Los Angeles Department of Transportation (LADOT) has established thresholds for project-related increases in the average daily traffic (ADT) on study roadway segments. The following increases in ADT are considered "significant" impacts:

ADT with Project	Maximum Project-Related Increase in ADT
0 to 999	16%
1,000 or more	12%
2,000 or more	10%
3,000 or more	8%

Table 10 provides a summary of project traffic impacts on study roadway segments. All of the analyzed roadway segments would be impacted (identified by "YES" in the right-most column of the table) due to the addition of traffic from the proposed project by future year 2012. Recommended mitigation measures for these roadway impacts are discussed within the next sub-section of this report.

Table 10 – Neighborhood Roadway Impact Analysis

	Roadway Segments	Existing Daily Volume	Ambient Growth %	Future + Area Projects	Project Only	Future + Area Projects + Project	Percent Change	Significant Impact Criteria	Significant Impact
1	60th Street between Menlo Ave & Vermont Ave	881	4%	916	581	1,497	63%	12%	Yes
2	60th Street between Menlo Ave & Hoover St	986	4%	1,025	930	1,955	91%	12%	Yes
3	Menlo Avenue between 58th Pl & 59th St	1,279	4%	1,330	272	1,602	20%	12%	Yes

D. Recommended Mitigation Measures

Katz, Okitsu & Associates has identified measures to mitigate potentially significant traffic impacts of the proposed Project. The feasibility of these measures was evaluated at the conceptual level only without any input from LADOT staff. LADOT would need to review and evaluate the proposed mitigation measures before agreeing to the concept. The analysis of each mitigation measure does not include detailed analysis of intersection geometry or traffic signal design. If the recommended mitigations were

approved by LADOT through review of this report, final feasibility studies, engineering, and design of each improvement would need to be undertaken.

Study Intersections

The LOS values at the significantly impacted study intersections, before and after the proposed mitigation is implemented, are summarized within Table 11 (a.m. peak) and Table 12 (p.m. peak). The recommended mitigation measures, if financially feasible and implemented by LAUSD, would reduce the V/C ratios to less than significant levels.

Table 11 – Determination of Project Impacts - With Proposed Mitigation Measures – AM Peak

ID#	Intersection	Analyzed Mitigation	Future (2012) Post-Project Conditions		Diff vs. Pre-Proj.	Signif?
			V/C	LOS		
1	Vermont Ave. & Slauson Ave.	Contribution to ATSAC & ATCS Synchronization	0.844	D	0.006	No
2	Menlo Ave. & Slauson Ave. *	Signalization of intersection	0.561	A	-0.027	No
3	Hoover St. & Slauson Ave.	Contribution to ATSAC & ATCS Synchronization	0.855	D	0.006	No
4	Vermont Ave. & 60th St. *	Signalize, integrated with existing 60th west-leg signal to north	0.593	A	-0.017	No

** Currently unsignalized.*

Table 12 – Determination of Project Impacts - With Proposed Mitigation Measures – PM Peak

ID#	Intersection	Analyzed Mitigation	Future (2012) Post-Project Conditions		Diff vs. Pre-Proj.	Signif?
			V/C	LOS		
1	Vermont Ave. & Slauson Ave.	Contribution to ATSAC & ATCS Synchronization	0.843	D	-0.044	No
2	Menlo Ave. & Slauson Ave. *	Signalization of intersection	0.627	B	-0.093	No
3	Hoover St. & Slauson Ave.	Contribution to ATSAC & ATCS Synchronization	0.922	E	0.008	No
4	Vermont Ave. & 60th St. *	Signalize, integrated with existing 60th west-leg signal to north	0.429	A	-0.056	No

** Currently unsignalized.*

The following text summarizes the mitigation issues for each of the four significantly-impact study intersections.

Vermont Avenue & Slauson Avenue

This intersection has 18-foot curb lanes on most of its approaches, and a 10-foot curb lane on the westbound approach. Mitigation of impacts through additional lanes would require widening and potential purchase of additional right-of-way to mitigate the project impacts. Widening at this location was deemed to be infeasible under the scope of this Project. Therefore, contribution toward both the

ATSAC and ATCS signal synchronization programs of LADOT has been recommended to fully mitigate impacts. Implementation of the base ATSAC synchronization system would provide a v/c credit of 0.07, based on LADOT analysis and policies on mitigation. Addition of the adaptive ATCS system, which is implemented through area-wide network upgrades of multiple traffic signals, would provide the additional 0.03 credit needed for full mitigation.

Menlo Avenue & Slauson Avenue

This unsignalized intersection has a northern approach lane width of 20 feet and an eastern approach curb lane width of 20 feet. A mitigation measure considered for this intersection was the provision of dedicated northbound left turn and right turn lanes, and a dedicated eastbound right turn lane. Implementation of this overall mitigation would require reductions in sidewalk width at the eastbound and northbound approaches, and potential acquisition of additional right-of-way at the northbound approach. This widening was considered infeasible under the scope of this Project. Therefore, signalization of the intersection is recommended to mitigate the significant impact.

Hoover Avenue & Slauson Avenue

Physical mitigation of Project impacts at this intersection would require new dedicated right turn lanes at three of the four approaches. Existing curb lane widths are as low as 10 to 13 feet. Extensive widening and potential purchase of additional right-of-way would be required for physical mitigation, and was deemed infeasible during the initial analysis of potential mitigations. Therefore, contributions to ATSAC and ATCS synchronization improvements, tying into the recommended measure for Vermont Avenue and Slauson Avenue, is recommended for this location.

Vermont Avenue & 60th Street

The narrow curb lanes and proximity to the existing approach of the intersection of Vermont Avenue with the west leg of 60th Street (to the north) prohibits widening at this location for the purposes of mitigation. Therefore, signalization of this intersection is recommended, with integration into the existing traffic signal to the north.

Study Roadway Segments

The proposed Project would create significant traffic impacts on all three of the analyzed study area roadway segments (outside of the analyzed roadways within the Project site that are to be vacated):

- 60th Street between Menlo Avenue & Vermont Avenue
- 60th street between Menlo Avenue & Hoover Street
- Menlo Avenue, between 58th Place and 59th Street

LADOT guidelines for traffic impact analyses state that if a project may result in significant traffic impacts on roadway segments, and if no physical roadway improvements can be realized, the development applicant should coordinate with LADOT to develop a Neighborhood Traffic Management Plan (NTMP). The roadway segments analyzed for this report are primarily bordered by single-family residential uses on one or both sides. For this reason, widening these roadways to mitigate Project impacts may be infeasible. Therefore, it is recommended that a contribution be made toward the development of a Neighborhood Traffic Management Plan, which would be implemented by the City.

7. Proposed Stadium Use

Planned operation of the proposed high school includes competitive athletics which would require a sport field with stadium seating for 1,500 and lighting. Varsity football games on Friday afternoons/evenings would generate the most trips compared to any other sport (i.e., soccer, track and field or baseball) that may be held on the proposed football field. Thus, trip generation estimates for Friday night football games were evaluated for this report section.

A trip generation analysis was conducted based on estimated activity from the proposed Project sports stadium, on a Friday evening when varsity football games would be played. Assumptions from previous LAUSD studies (i.e., South Region High School #2) for trip generation based on the planned seating capacity of the stadium, were utilized to estimate the number of peak period Project stadium trips. These maximum-use assumptions included 100% capacity of spectator seats, 85% of spectators arriving and departing via automobiles, and an average vehicle occupancy of three persons per vehicle. On-site staff members, vendors, and other game-related personnel were assumed to total 50 persons, with each person arriving in a single-occupant vehicle. The estimated staffing level at the stadium is based on LAUSD's planned operation of the stadium and staffing demands at similar facilities during varsity football games.

The project's adult education program would operate on weekdays from Monday thru Thursday. Therefore, afternoon peak trip generation of the adult education program was excluded from this Friday evening period analysis.

The trip generation estimates summarized in Table 13 indicates that the Project would generate 635 p.m. peak-hour trips (525 inbound and 110 outbound) during maximum use of the stadium during a Friday evening. Any traffic impacts caused by this trip generation would be temporary in nature and typical physical mitigation measures would not be feasible or warranted.

Table 13 – Project Trip Generation Estimates - Friday PM Peak Period

TRIP GENERATION RATES - PROPOSED SCHOOL USE					
			ITE Rates *		
Land Use		**Basis**	**PM Total**	**PM IN**	**PM OUT**
High School *		students	0.14	0.07	0.07
Football Stadium **		spectators	85% driving, three per car		
		staff	1 car per staff, 100% driving		
Single-Family Residential		1,000 sq.ft.	1.01	0.64	0.37
Multi-Family Residential		1,000 sq.ft.	0.62	0.40	0.22
Commercial Retail		1,000 sq.ft.	2.71	1.19	1.52
Light Industrial		1,000 sq.ft.	0.98	0.12	0.86
TRIP GENERATION RATES - PROPOSED SCHOOL USE					
			ITE Rates *		
Land Use	Intensity	Units	**PM Total**	**PM IN**	**PM OUT**
Single-Family Residential	31	units	-31	-20	-12
Multi-Family Residential	81	units	-50	-33	-18
Specialty Retail	4.552	1,000 sq.ft.	-12	-5	-7
Light Industrial	4.730	1,000 sq.ft.	-5	-1	-4
GROSS TRIP GENERATION PROPOSED SCHOOL USE					
Land Use	**Size**	**Basis**	**PM Total**	**PM IN**	**PM OUT**
High School *	2,025	students	284	133	150
Football Stadium #	1,500	spectators	425	425	0
	40	staff	25	25	0
TOTAL TRIP GENERATION:			635	525	110

** AM rates for high school taken from Memorandum of Cooperation (MOC), City of Los Angeles/LAUSD, June 2005; PM rates for high school taken from ITE Trip Generation. Student rates for the high school use provide total trips for students, staff, visitors, and other trips.*

*** The worst-case trip generation period for the proposed football stadium would be Friday evenings, when varsity games would take place. The adult education program was exluded from Friday analysis, as it would operate Mondays thru Thursdays.*

 # For purposes of p.m. trip generation for the football stadium, it was assumed that 40 staff members & security personnel would be present. It was also assumed that half of this personnel would arrive before the peak hour.

As major use of the stadium (such as a varsity football game) is similar to a special event, traditional physical mitigation measures would not apply. Impacts from such event traffic would be temporary, and would not occur on an average operating day at the school. Major evening events at the stadium are estimated to only occur six to ten times a year. It is recommended that manual traffic control should be provided as needed during scheduled games, based on final coordination between LAUSD and LADOT before the school opening, to minimize the temporary congestion resulting from capacity use of the stadium.

8. On-Site Parking and Circulation

This section provides a discussion of proposed project site parking and local circulation. Project parking demand is evaluated to determine the adequacy of the parking supply available on and off-site for students, faculty and staff. The proposed project would provide parking spaces for faculty and staff. No parking would be provided for students at the proposed project.

A. Parking Demand Analysis

Student and Visitor Parking Demand

The Project would provide seats for 2,025 high school students. Utilizing the rate of 0.06 vehicles per student calculated from the Fremont High School survey, total parking demand estimated for the Project is 121 vehicles. The use of a student-based rate provides an order-of-magnitude calculation based on the size (intensity) of the Project facility. Therefore, this total demand number represents parking demand for students, staff/faculty, and visitors.

All students and visitors that drive to the campus would park in nearby on-street parking areas. During the mid-day hours, the pick-up/drop-off area at the southern site frontage would be made available to visitor vehicles.

In order to determine whether the proposed area parking supply is adequate for the absorption of student parking demand, a parking analysis was undertaken. This analysis incorporated the results of a parking demand survey that was conducted at Fremont High School, which is located at San Pedro Street and 77th Street in the City of Los Angeles and has similar surrounding neighborhood characteristics. The survey determined the overall vehicle parking demand generated by the school on a typical day. The surveyed areas included all on-street parking within a ¼-mile of the school campus, on roadways that provided a reasonable direct route to the school entrance. First, data was collected for on-street parking demand in the neighborhood before students arrived on a weekday. Second, data was collected once school was in session – this included on-street and off-street (on-campus staff parking) areas.

On roadway segments where on-street parking demand increased when school was in session, a total increase of 114 vehicles was documented. On-site parking demand within the campus parking lots was 188 vehicles. The total site parking demand during the course of the survey was 302 vehicles. Based on a campus population during the survey time of 4,853 students, this equates to a parking demand ratio of 0.06 vehicles per student. This student-based rate defines the total parking demand for students, staff/faculty, and visitors. This rate is within the overall range of rates provided in ITE *Parking Generation, (3rd edition)*, in which the range for urban high schools is 0.03 to 0.15 vehicles per student seat.

Weekday On-Street Parking Supply

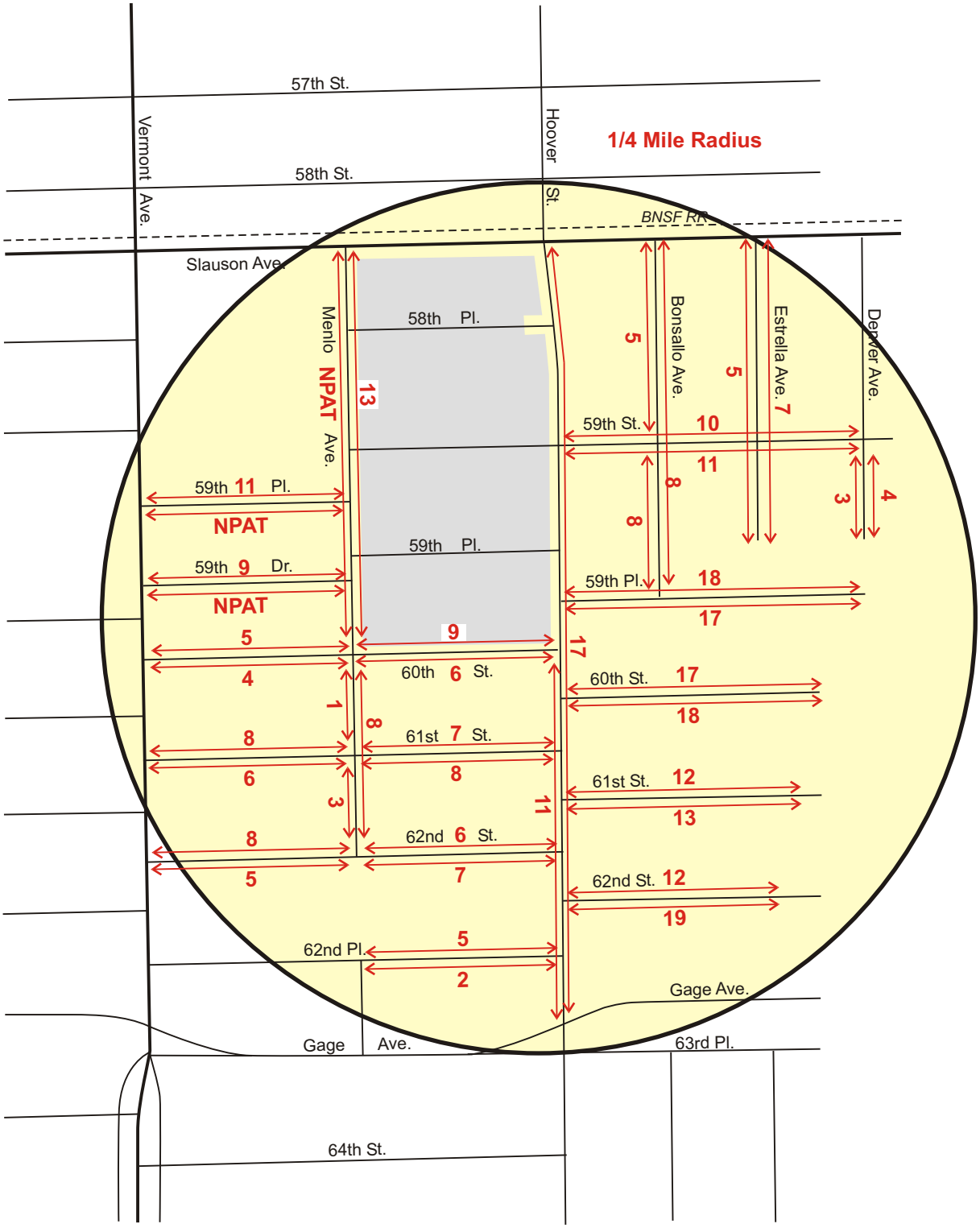
On-street parking within an approximate ¼-mile of the entrance of the proposed school site was observed between the hours of 8:00 a.m. and 9:00 a.m. on Thursday, May 3, 2007. Street sweeping and trash collection activities were considered in the parking supply calculations, typical to the survey day.

This survey time was chosen as it represents a time when a majority of nearby residents has left for work, the school at the proposed site would be in session, and student parking demand would be at its peak. One-quarter of a mile is generally considered to be the maximum distance a typical person would walk from a parking space to a destination, and vice versa. The directness of the path to the site and the parking availability would dictate the distance that students would be willing to walk.

A total of 358 available on-street parking spaces were noted within the analyzed radius from the Project site. This excluded on-street spaces that may have been temporarily unavailable during street sweeping or trash collection periods. Therefore, the survey represented demand during a typical weekday morning.

Any parking demand overflow from the site created by student demand would be easily absorbed by the available supply within close distance of the proposed Project site. Utilizing the conservative demand total of 121 vehicles defined from the utilized parking rate per student, a total of 33.8% of the available area on-street parking spaces would be occupied by student and visitor vehicles. The effect of the Project-related parking demand on the area on-street parking supplies is insignificant.

Figure 21 illustrates the locations of available on-street parking within the surrounding area.



LEGEND

- Project Site
- X — On Street Parking Spaces

N

Katz, Okitsu & Associates *Planning and Engineering*	LAUSD South High School #3 - Traffic Study	Figure 21
	Existing Area Parking Availability	

Staff/Faculty Parking Demand

The off-street parking supply that would be available under the proposed Project site plan consists of 188 spaces. The supply calculation utilized for application to the proposed site plan parking area was based on an application of the LAUSD Design Guidelines, which defines the off-street parking requirement for high schools as 2.5 parking spaces per high school classroom. The proposed Project would have 75 classrooms, which equates to a total demand of 188 spaces. The off-street school parking structure would be reserved for high school staff and faculty vehicles.

Adult Education Program Parking Demand

The adult education program would provide seats for 450 students and would operate during evenings from Monday to Thursday. Based on the trip generation methodology, defined in part from surveys at existing adult education programs, it is estimated that 45.5% of the students would drive to the campus (205 students). The 15 instructors and 15 support staff members would generate demand for an additional 30 spaces. Thus, there would be a generated parking demand of 235 spaces. The 188 spaces available on-site would be used by the adult education program. Demand overflow of adult education program use to adjacent on-street parking areas would total 45 spaces. This overflow could be easily absorbed by on-street parking areas within close distance to the proposed Project site, without causing adverse area parking impacts.

Stadium Use Parking Demand

The 1,500-seat bleacher stadium is expected to generate parking demand for 425 spaces. This estimate is based on the assumptions used in the SRHS #2 facility analysis that 85% of spectators would arrive by vehicle, and the average vehicle occupancy would be three persons. Additional parking demand would be generated by the estimated total staff requirement (coaches, support staff, security, vendors) of 50 persons. Assuming that staff members would drive alone; a total parking demand of 475 vehicle spaces would result.

Based on the parking observation made within the ¼ mile radius of the school site, it was estimated that approximately 358 on-street parking spaces would be available during Friday afternoon games. Assuming the 188 on-site parking spaces would be made available and fully utilized, approximately 287 vehicles would be required to park offsite. Approximately 80% of the available curbside parking spaces would be occupied during Friday evening sporting events.

B. Vehicular Access and Circulation

A parking structure with approximately 188 parking spaces for faculty and staff would be provided. The roof of the parking structure, which is at grade, would accommodate play courts. Based on the current site plan, access to the off-street staff/faculty parking structure would be provided via an ingress/egress driveway at the remaining easterly stub of 58th Place (to remain after partial roadway vacation). An additional staff/faculty egress driveway would be provided directly onto Hoover Street from the parking structure.

The main entrance and curbside pick-up/drop-off area for the proposed high school use would be provided within a curb-cut on 60th Street. Traffic would move in a clockwise direction around the

southern frontage of the site, as the pick-up/drop-off area would be located along the northern curb of 60th Street. The designated bus loading/unloading area would be located within a curb-cut along the eastern side of Menlo Avenue, near the southwest corner of the site.

To ensure that curb space is available for loading and unloading activities, it is recommended that the project establish bus and passenger loading zones by installing signs within the passenger vehicle and bus loading areas. The traffic signs should restrict parking during the drop-off and pick-up operations in the morning and afternoon. The precise locations of the restricted on-street parking zones would be determined by LAUSD, subject to approval by LADOT.

C. Pedestrian Access

Pedestrian access to the school campus would be supported by the existing network of sidewalks and traffic control devices that exist in the neighborhood. Some of the study intersections are currently unsignalized and could potentially be major crossing points for student pedestrian trips to and from the school site.

During the course of fieldwork for this analysis, sidewalks were identified on all potential pedestrian routes leading to the proposed project site.

Section 8 of this report provides an initial pedestrian analysis, and an analysis of potential pedestrian-related control needs in the immediate vicinity of the school site. In considering additional improvements to pedestrian safety, the following tasks should be conducted during site development:

- Four months prior to opening the school, the LAUSD OEHS should contact LADOT to coordinate regarding the installation of appropriate traffic controls, school warning and speed limit signs, school crosswalks and pavement markings.

- Six months prior to opening of the new school, the LAUSD OEHS should coordinate with LADOT to prepare the final "Pedestrian Routes to School" map. This map would provide a final adopted pedestrian route network, with indications for both sides of each included roadway. As part of the "Pedestrian Routes to School" map, parents and students should be notified to use the existing traffic safeguards.

- Four months prior to opening of the school, the LAUSD OEHS should contact LADOT to coordinate the installation of signs to create passenger-loading zones. The precise locations and lengths of the restricted on-street parking zones should be determined jointly by LAUSD and LADOT.

D. Compliance with LAUSD Site Planning Guidelines

A further review of the LAUSD policy document entitled "Traffic and Pedestrian Safety Requirements for New Schools" (October, 2006) was conducted as it applies to the proposed Project. The review is divided into three sections, following the layout of the policy document. Details of the policies and guidelines referred to below are contained in Appendix G of the report.

Site Selection Considerations

The following are the LAUSD site selection guidelines:

> *a) In considering proposed school sites, priority should be given to those sites' ability to accommodate onsite bus and passenger loading.*
>
> *b) Proposed school sites should have multiple points of egress to facilitate offsite evacuation in the event of an emergency.*

Policy (a) has been complied with, as none of the sites considered for final site selection were of sufficient size to allow for on-site bus and passenger loading areas and associated roadways.

Policy (b) has been complied with, as there are multiple student access gates.

Bus and Passenger Loading Areas

The following are the LAUSD loading area guidelines:

> *a) The passenger loading area shall be located so as to not impede traffic flow. When feasible, the passenger loading area shall be located off "major streets." A major street is defined as a street designated "Major" or "Secondary" by the City and which has a 90-foot or greater right-of-way.*
>
> *1. When the placement of a passenger loading area along a "major street" is unavoidable, an interior onsite loading area is required.*
>
> *2. When the placement of a passenger loading area is on a "non-major street," a minimum 8-foot wide curb cut is required for the loading of passengers. A curb cut may not be required if the total width of the street is greater than 44 feet (curb-to-curb). The determination of whether a curb cut is required will be made by OEHS.*
>
> *b) A minimum 8-foot wide sidewalk shall be provided along designated loading areas.*
>
> *c) School access driveways and passenger loading areas shall be separated by a minimum distance of 60 feet to minimize passenger loading activities that may impede the flow of traffic and circulation into and out of school access driveways.*
>
> *d) Bus loading areas shall not overlap with car loading areas.*
>
> *e) When feasible, bus loading areas shall not be located along the main school entrance in order to minimize the potential for buses to impede car loading activities.*

f) All passenger loading areas shall be clearly designated with the use of signage, curb paints, etc.

g) If parking spaces are provided for use by staff and visitors, they shall not be located in a manner such that vehicles can back into the passenger loading areas. Island fencing or curbs may be used to separate parking areas from loading areas.

The proposed Project site plan complies with guideline (a) of the loading area policies, as the school drop-off area would be located along the southern frontage of the Project site on 60th Street, which is a local roadway. This guideline requires that the drop-off area be located off major streets (Major or Secondary roadway of 90 feet or more in right-of-way width). The roadway is a local roadway of approximately 35 feet in width, below the minimum width defined by the guideline. The travel lanes on this minor roadway are wide enough to operate freely with cars parked/loading on both sides of the road, and the pick-up/drop-off area would operate within a curb cut of approximately eight feet in width and 300 feet in length, positioned away from travel lanes.

The site plan, dated April 13, 2007, complies with guideline (b), in that the sidewalk width adjacent to the pick-up/drop-off area exceeds the minimum width of eight feet.

The site plan complies with guideline (c), as school access driveways would be located on a separate area of the site on Hoover Street and 58th Place, away from the passenger loading area on 60th Street.

Separate bus and passenger car loading areas would be provided, so the required separations described in guideline (d) would be met.

Bus loading would occur on Menlo Avenue away from the main school entrance and passenger loading would occur on 60th Street. Therefore, the location of the bus loading zone would meet the requirement in guideline (e).

Guideline (f) requiring clear designation of passenger loading areas with the use of signage and curb paint can be easily complied with during final design of the drop-off area.

Guideline (g) would be complied with, as the staff parking would be located within a separate area of the site, and visitor parking would not be allowed in the pick-up/drop-off area during major ingress and egress times.

Vehicle Access

The following are the LAUSD vehicle access guidelines:

a) Vehicle exits shall be provided with "Right Turn Only" controls if left turns would potentially create safety hazards or traffic congestion.

b) Where feasible, driveways and service roads shall be aligned with opposing streets to form four-way intersections with sufficient traffic controls.

c) Delivery vehicles access ways should be designed to minimize crossing over playground or

field areas or interfering with loading areas.

d) Designated trash pickup areas shall be fenced or otherwise isolated and away from pedestrian traffic.

Policy (a) of the vehicle driveway policies could be complied with through specific design measures, as the primary staff/faculty egress driveway would be on a major roadway, but conflicts with cross-traffic would be minimal if "Right Turn Only" controls were imposed on that driveway location.

Policy (b) would be complied with, in that four-way control would not be necessary and right-in/right-out access at the southern staff/faculty parking area driveway would remove the need for additional intersection controls. The parking area has an additional access point on the northern end.

Policy (c) would be complied with, as delivery access would be conducted via 58th Place and on-site roadways, or via the service yard and its access driveway on Hoover Street. Access across playing fields would not be required for normal delivery/service vehicle operations.

Policy (d) would be complied with, as trash pickup would take place within the service yard at the eastern site frontage.

Pedestrian Routes to School

The following are the LAUSD guidelines for pedestrian routes to school:

a) "Pedestrian Routes to School" maps shall be prepared by the appropriate City entity and distributed by LAUSD to parents and students prior to the opening of new schools.

b) School traffic studies shall identify measures to ensure separation between pedestrians and vehicles along potential pedestrian routes, such as the need for sidewalks, crosswalks, bike paths, crossing guards, pedestrian and traffic signals, stop signs, warning signs, and other pedestrian access measures.

Policy (a) for pedestrian routes has been complied with. The Project traffic study includes a conceptual pedestrian routes map analysis. A final "Safe Routes to School" map can be formalized for parent and student use as planning for the facility moves forward.

Policy (b) has been complied with through the preparation of this project traffic study. All analyzed pedestrian routes have adequate sidewalk facilities. This study does not identify any specific impacts that would require additional bicycle facilities. As for the existing rail line on the north side of Slauson Avenue, no potential pedestrian conflicts at area grade crossings were found since typical warning signs, sidewalks and crosswalks are provided for crossing pedestrians.

In order to prohibit student pedestrian travel along the Slauson Avenue railroad right-of-way, no-crossing signage and barriers should be installed at the Menlo Avenue & Slauson Avenue intersection.

General Signage

Policy (a) of the general signage guidelines will be complied with, with the implementation of school speed zones on major streets in the immediate vicinity of the school.

This report sub-section does not represent the final compliance review for LAUSD site planning guidelines for this project. Planning and design should continue to ensure that the established LAUSD policies are enforced.

9. Pedestrian Access Analysis

This section provides an analysis of pedestrian circulation within the study area. LADOT requires that traffic studies prepared for all school projects include a pedestrian analysis. This section of the report summarizes the pedestrian analysis conducted for the proposed project. In order to conduct this analysis, Katz, Okitsu & Associates surveyed various possible pedestrian routes within the project study area, selected intersections for detailed study, and collected pedestrian counts.

A. Pedestrian Routes

The following text provides an overview of the pedestrian analysis, recommended pedestrian routes, estimated project-related pedestrian volumes, and improvement needs.

Pedestrian Volume Estimates

Utilizing the mode split characteristics of LAUSD schools, established by surveys conducted for the LAUSD Program EIR; the number of anticipated students who would walk to and from the school site was calculated. The Program EIR defines the following percentage breakdown for high school project mode splits:

- Trips by car total 57.70% of all trips
- Trips by walking/biking total 21.58% of all trips
- Trips via bus, public transit, and other modes total 20.72% of all trips

The total net Project trip generation of 407 inbound morning peak hour vehicle trips was utilized to calculate pedestrian volumes for the analysis. For the Project traffic study, both inbound and outbound morning peak vehicle volumes are examined, which includes the full potential impact of drop-off trips, arriving/departing delivery trips, etc. For the pedestrian analysis, it was assumed that no measurable outbound pedestrian volumes would be present in the morning peak hour. Therefore, only inbound pedestrian volumes were examined in this analysis.

The net vehicle trip generation (utilized for the traffic report) was normalized to a 100% mode split:

407 inbound vehicle trips x (100/57.7) = 705 total trips

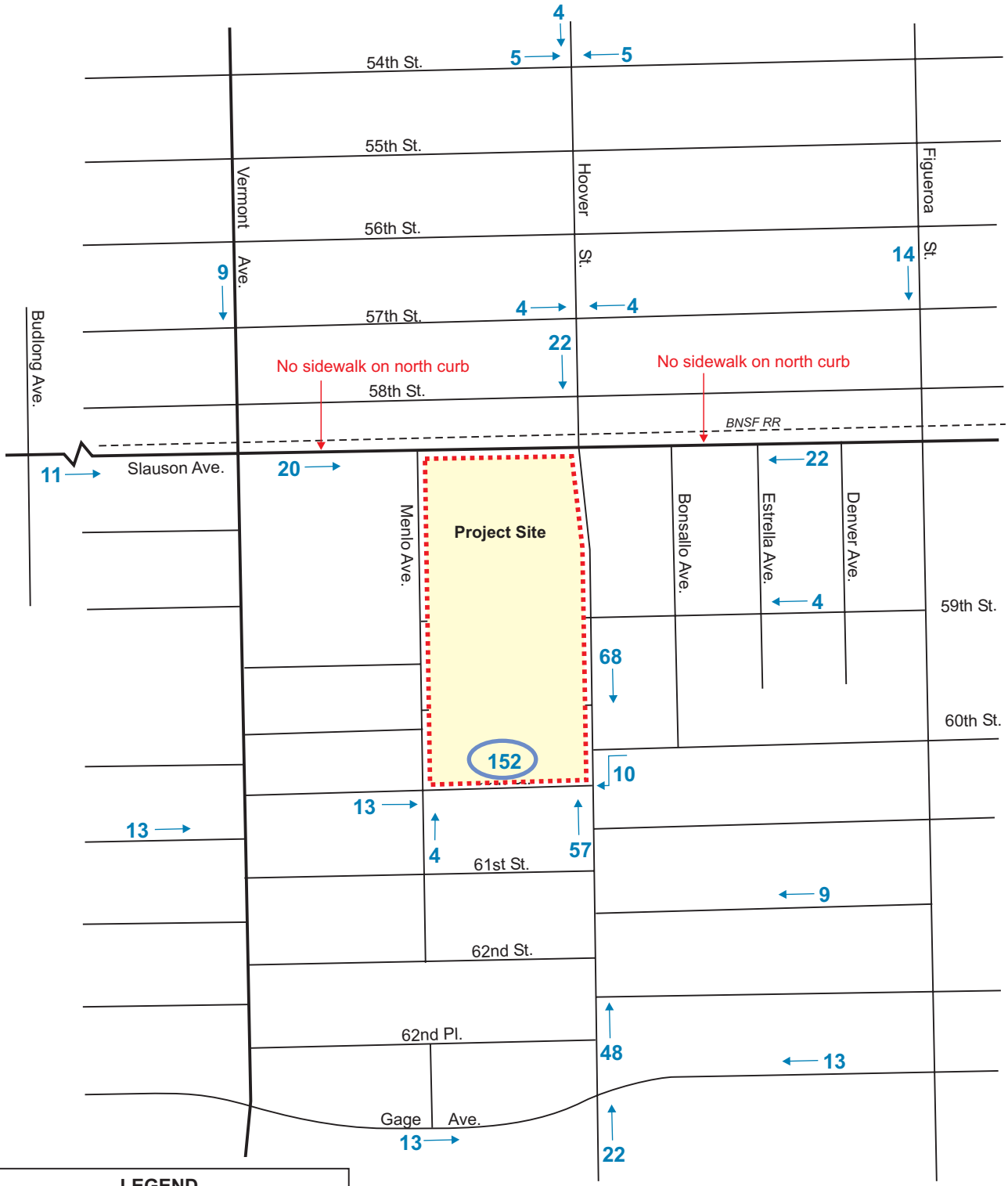
This number was then factored down to a total pedestrian volume, utilizing the mode split of 21.58% from the walk/bike percentage defined within the bulleted list above:

705 total inbound trips x (walk/bike mode split of 21.58% = 152 trips

These high school students are not expected to be accompanied by their parents. Thus, it was estimated that the 152 pedestrians are all student pedestrian trips generated by the project. Calculated inbound morning peak pedestrian volumes are provided in Figure 22.

Existing Pedestrian-Oriented Traffic Controls

The project study area was also surveyed to determine the location of existing traffic controls in the area that could be utilized by students to access the proposed school site from adjacent neighborhoods. As shown in Figure 23, traffic control locations that were documented included traffic signals, signed and striped crosswalks, and all-way stop-controlled intersections.



Katz, Okitsu & Associates
Planning and Engineering

LAUSD South Los Angeles Area New High School #3 — Figure 22

Estimated Project-Related Pedestrian Volumes - Inbound

Katz, Okitsu & Associates
Planning and Engineering

LAUSD South Los Angeles Area New High School #3 — Figure 23

Pedestrian Control and Analyzed Routes

All traffic signals within the study area provide pedestrian signals and marked crosswalks. Railroad grade crossings exist within the study area at Slauson Avenue. Sidewalks and crosswalks are provided at the crossings, with typical warning signs, lights, and gates, which would serve to alert any crossing pedestrians of conflicts with trains. All of the major and local streets within the study area have been constructed with sidewalks.

Analyzed Pedestrian Routes

Probable pedestrian routes have been analyzed based on the density and geographical dispersion of population for the school's area of influence within the local district. As shown in Figure 23, all of the analyzed routes utilize existing traffic controls a much as possible to provide safe crossing points on major roadways. The need for additional traffic control along these analyzed routes at unsignalized crossing locations is discussed within the next sub-section of this report.

B. Pedestrian Control Need Analysis

Section 354 of the LADOT Manual of Policies and Procedures establishes Department guidelines to be used in determining the need for new pedestrian control at unsignalized intersections. This policy was established by LADOT in December, 2004, but the goal of the policy was recently modified to justify only signalization of an intersection for pedestrian control, rather than to justify installation of a Smart Crosswalk signal. The original set of guidelines are provided as Appendix H to this report. These guidelines have not yet been officially modified by the City.

This report sub-section summarizes an application of these guidelines to the following uncontrolled intersections near the project site where it is estimated that regular Project-related pedestrian crossing movements could occur:

- Vermont Avenue & 60th Street (east leg)
- Menlo Avenue & 60th Street

The unsignalized study intersection of Menlo Avenue & Slauson Avenue (northwest corner of site) was not included in this analysis, as there is no sidewalk on the north side of Slauson Avenue. The north side of this roadway is also a railroad corridor without fencing. Therefore, potential crossing at this location should be prohibited and therefore was not included in this analysis.

Minimum Requirements

In order for a Smart Pedestrian Warning Device to be authorized, LADOT guidelines indicate that an intersection must first meet a set of minimum requirements. The second step in the needs test is a series of calculations utilizing traffic volume and pedestrian volume counts, accident data, roadway geometry, and other location characteristics. The calculations and subsequent scoring must result in total at least 20 points, out of a total of 46 points. The minimum requirements are as follows:

- The marked crosswalk is not or would not be located within 200 feet of a railroad crossing, or 300 feet of any other flashing yellow warning beacon;

- The average daily traffic (ADT) volume exceeds 10,000;

- The width of the roadway to be crossed is at least 40 feet.

The anlayzed Vermont Avenue & 60th Street intersection is located within 120 feet of the signalized intersection of Vermont Avenue and the western leg of 60th Street (located to the north). If signalized for pedestrian control, the traffic signal at the eastern leg of 60th Street and Vermont Avenue would need to be integrated with the adjacent existing traffic signal at the western leg of 60th Street.

At the intersection of Menlo Avenue & 60th street, total future post-Project daily vehicle volumes have been estimated to be in the range of 2,600 to 3,700 vehicles. As this intersection does not meet the minimum average daily traffic threshold of 10,000 vehicles, this intersection was excluded from further analysis.

Each element of the guidelines for pedestrian control analysis is reviewed within this section, for the analyzed intersection of Vermont Avenue & 60th Street (east leg). The guidelines that have been established by LADOT for the evaluation of unsignalized pedestrian crossing points near schools are included in Appendix H of this report. Data inputs required by these guidelines are a combination of study intersection peak-hour vehicle counts, pedestrian peak-hour counts, compiled accident data, and fieldwork conducted within the Project study area.

Factor 1 - Pedestrian Volume

The LADOT guidelines utilize peak-hour pedestrian volumes in the Factor 1 calculations. The volumes utilized here are a.m. peak-hour volumes. Summary of the point system and the guidelines are included as an appendix to this report.

Based on existing pedestrian counts of 345 persons crossing Vermont Avenue (the major street) in the peak period, and Project-related estimated crossing volumes of 13 persons, there would be a total of 358 persons crossing. This equates to eight points for this category, based on the LADOT guidelines. The related pedestrian count summary is provided within Appendix B of this report.

Factor 2- Vehicular Volume

The guidelines utilize vehicular volumes in the Factor 2 calculations. The inputs to Factor 2 are based on "conflicting" peak-hour volumes – those vehicles that would be passing over the crosswalk, if it were installed. The volumes below are based on future post-Project volumes at the analyzed location.

Based on post-Project a.m. peak-hour volumes, there is a total conflicting volume of 2,348 vehicles, if a crosswalk was installed across Vermont Avenue (major roadway). This equates to eight points for this category, based on the LADOT guidelines.

Factor 3- Vehicle Speeds

The guidelines utilize 85th percentile vehicle speeds volumes in the Factor 2 calculations. The inputs to Factor 3 are based on 85th percentile vehicle speeds, minus five miles per hour, which is usually the posted speed limit. Using this assumption, the input for Vermont Avenue is the posted speed limit of 35 mph. This equates to three points for this category.

Factor 4 - Roadway Width

Based on the approximate curb-to-curb width of 60 feet (the roadway has no raised medians or other pedestrian refuges, so the entire width applies), this equates to a total of six for this category, based on the LADOT guidelines.

Factor 5 – Accident History

The guidelines require accident history data related to bicycles and pedestrians as an input for the Factor 5 calculations. .Data was provided by the Traffic Control Records of LADOT for the analyzed intersection. Data for the most recent three years of intersection operations indicates that there was one pedestrian-related accident in 2002 and one in 2003, and one bicycle-related accident in 2001. Three accidents within a three-year period equates to 8 points based on the guidelines.

Factor 6 – Special Facilities

The guidelines require special facilities such as transit stop, school, government office, senior citizen center, playground, library, post office and church within one block of the proposed crosswalk. No such major facilities are located near the analyzed intersection.

Pedestrian Summary Analysis

The total accumulated point total for the analyzed intersection is summarized below.

Summary of Pedestrian Control Analysis

Guidelines Factor #	Factor Type	Resulting Points
1	Pedestrian Volumes	8
2	Vehicular Volumes	8
3	Vehicular Speeds	3
4	Roadway Width	6
5	Pedestrian Collisions	8
6	Special Facilities	0
TOTAL POINTS:		**33**

The minimum threshold to justify new traffic control for a pedestrian crossing is 20 points, according to the LADOT guidelines. Therefore, new pedestrian control is warranted at the analyzed intersection of Vermont Avenue and 60th Street (east leg), as the calculated points total 33 for this location.

The Project traffic mitigation measure for the analyzed intersection is the installation of a new traffic signal, with integration into the existing Vermont Avenue & 60th Street (west leg) traffic signal. The provision of automatic or actuated pedestrian crossing phases and striped crosswalks within the new signalized intersection would fulfill the new pedestrian control requirement.

These preliminary recommended pedestrian-related improvements shall be considered a part of the environmental review process only. It should be noted that other recommended improvements such as loading zones and pedestrian routes would need to be refined and revised as needed to ensure that those improvements are based on more current information rather than long-term projections.

10. Congestion Management Plan Conformance

This section demonstrates the ways in which this traffic study was prepared to be in conformance with the procedures mandated by the County of Los Angeles Congestion Management Program.

The Congestion Management Program (CMP) was created statewide because of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project would add 50 or more vehicle trips during either morning or afternoon weekday peak hours.

- At CMP mainline freeway-monitoring locations, where the project would add 150 or more trips, in either direction, during the either the morning or afternoon weekday peak hours.

The nearest CMP arterial monitoring intersection to the project site is Vermont Avenue & Manchester Avenue, located approximately 1.75 miles to the south of the proposed Project site. Based on the trip generation calculations, the proposed Project is not expected to add 50 or more new trips per hour to any CMP locations. Therefore, no further analysis of this CMP monitoring intersection is required.

The nearest CMP mainline freeway-monitoring location to the project site is on the I-110 Freeway at Slauson Avenue, located less than one-half of a mile from the Project site. Based on the trip distribution and assignment, proposed Project trips would be primarily local rather than regional in nature. The proposed project is expected to add less than 150 new trips per hour to any freeway segments near the Project site. Therefore, no further analysis of CMP freeway monitoring stations is required.

11. Summary and Project Recommendations

A. Analysis Conclusions

The following are the conclusions made from the analysis within this report. Poor LOS is defined as a value of 'E' or 'F'. Project significant impacts were calculated by thresholds at various LOS values established by the City of Los Angeles Department of Transportation.

- During the existing (2007) conditions scenario, all of the eight study intersections operate at LOS values of D or better.

- During the future period, with ambient growth and traffic from area/related projects, seven of the eight study intersections are projected to continue to operate at an acceptable LOS (LOS D or better).

- As proposed, the project would provide 2,025 two-semester seats for 9th through 12th grades in 75 classrooms. The proposed site is currently occupied by residential uses, commercial uses, and light industrial uses, which would be removed during construction of the proposed Project.

- It is estimated that the project would generate 721 a.m. peak-hour trips and 427 p.m. peak-hour trips. On Friday evenings, with operation of the sports stadium, the Project would generate 635 p.m. peak-hour trips.

- During the future post-Project period, two of the eight study intersections are projected to operate at a LOS valued of E or F during one or both of the study periods. .

- The proposed project is projected to create significant traffic impacts at four of the eight study intersections and all three of the analyzed residential street segments, based on the criteria established by LADOT.

- Implementation of proposed intersection improvements would mitigate Project impacts to a level of insignificance at the significantly-impacted intersections. Contributions to City implementation of a Neighborhood Traffic Management Plan for the significantly-impacted roadway segments would mitigate those impacts.

- The roadways of 58th Place, 59th Street, and 59th Place – between the extents of Menlo Avenue and Hoover Street – would be vacated as part of Project construction. An analysis of re-routed traffic from these roadways after vacation during the future post-Project period indicated that there would be no change in LOS, or in Project significant impacts, with the vacation of these roadways.

B. Project Mitigation

Katz, Okitsu & Associates has identified measures to mitigate the significant traffic impact of the proposed Project at the study intersections and study roadway segments. The feasibility of the recommended improvements has been evaluated at the conceptual level only. The analysis of each mitigation measure does not include detailed analysis of intersection geometry or traffic signal design. If the recommended mitigations are approved, final feasibility studies, engineering, and design of each improvement would need to be undertaken.

Below is a summary of the proposed intersection and roadway segment improvements:

Vermont Avenue & Slauson Avenue

This intersection has 18-foot curb lanes on most of its approaches, and a 10-foot curb lane on the westbound approach. Mitigation of impacts through additional lanes would require widening and potential purchase of additional right-of-way to mitigate the project impacts, and was therefore considered infeasible within the scope of the Project. Contribution toward both the ATSAC and ATCS signal synchronization programs of LADOT was therefore recommended to mitigate impacts. Implementation of the base ATSAC synchronization system would provide a v/c credit of 0.07, based on LADOT analysis and policies on mitigation. Addition of the adaptive ATCS system, which is implemented through area-wide network upgrades of multiple traffic signals, would provide the additional 0.03 credit needed for full mitigation.

Menlo Avenue & Slauson Avenue

This unsignalized intersection has a northern approach lane width of 20 feet and an eastern approach curb lane width of 20 feet. A considered mitigation measure was the provision of dedicated northbound left turn and right turn lanes, and a dedicated eastbound right turn lane. Implementation of this overall mitigation would require reductions in sidewalk width at the eastbound and northbound approaches, and potential acquisition of additional right-of-way at the northbound approach. This widening was considered infeasible under the scope of this Project. Therefore, signalization of the intersection is recommended for the removal of the significant impact.

Hoover Avenue & Slauson Avenue

Physical mitigation of Project impacts at t his intersection would require new dedicated right turn lanes at three of the four approaches. Existing curb lane widths are as low as 10 to 13 feet. Extensive widening and potential purchase of additional right-of-way would be required for physical mitigation, and were determined to be infeasible within the scope of the Project. Therefore, contributions to ATSAC and ATCS synchronization improvements, tying into the recommended measure for Vermont Avenue & Slauson Avenue, is recommended for this location.

Vermont Avenue & 60th Street

The narrow curb lanes and proximity to the existing approach of the intersection of Vermont Avenue with the west leg of 60 Street (to the north) prohibits widening at this location for the purposes of mitigation. Therefore, signalization of this intersection is recommended, with integration into the existing traffic signal to the north.

Roadway Segments

The proposed Project would create three significant traffic impacts on all of the analyzed study area roadway segments (outside of the analyzed roadways to be vacated within the Project site):

- 60th Street between Menlo Avenue & Vermont Avenue
- 60th street between Menlo Avenue & Hooper Street
- Menlo Avenue north of 58th Place and 59th Street

LADOT guidelines for traffic impact analyses reports state that if significant project traffic impacts occur on roadway segments, and if no physical roadway improvements can be realized, the development applicant should coordinate with LADOT to develop a Neighborhood Traffic Management Plan.

The roadway segments analyzed for this report are primarily bordered by single-family residential uses on one or both sides. For this reason, widening these roadways to mitigate project impacts may be infeasible. Therefore, it is recommended that a contribution be made toward the development of a Neighborhood Traffic Management Plan, which would be implemented by the City.

Implementation of the proposed improvements outlined above would mitigate all project impacts to less than significant levels.

C. Project Access and Pedestrian Routes

The following is the summary of findings in regards to project access via the vehicle loading area and area pedestrian routes:

- Vehicle driveway access policies of the LAUSD traffic and pedestrian safety requirements could be complied with through specific design measures, as the primary vehicle access driveway would be on a major roadway, but conflicts with cross-traffic would be minimal if "Right Turn Only" controls were imposed on that driveway location for both ingress and egress movements.

- Drop-off and pick-up operations would occur along 60th between Menlo Avenue and Hoover Street, and bus loading would occur on Menlo Avenue. It is recommended that bus and passenger loading zones be established by restricting on-street parking within these curb-cut areas during pick-up and drop-off times. To ensure that the project would not create any adverse effects, LAUSD shall contact LADOT to discuss specific improvements in regards to pedestrian and traffic safety issues.

- New pedestrian control is warranted at the currently unsignalized intersection of Vermont Avenue and 60th Street (east leg). Pedestrian control should be incorporated into the new traffic signal that is recommended for mitigation of Project traffic impacts. The provision of automatic or actuated pedestrian crossing phases and striped crosswalks within the new signalized intersection would fulfill the new pedestrian control requirement. Pedestrian crossing of Vermont Avenue should be recommended at this new signalized location, within the final adopted Safes Routes to School map.

- In order to prohibit student pedestrian travel along the Slauson Avenue railroad right-of-way, no-crossing signage should be installed at the Menlo Avenue & Slauson Avenue intersection.

CMA METHODOLOGY FOR SIGNALIZED INTERSECTIONS

The City of Los Angeles specifies that the Transportation Research Board Critical Movement Analysis (CMA), Circular 212 Method, be used to analyze traffic operating conditions at study intersections. The CMA analysis planning method for evaluating signalized intersections involves the computation of V/C ratios for each critical movement. Capacity, or saturation flow rate, is defined as the maximum rate of flow that can pass through a given intersection approach under prevailing traffic and roadway conditions. The sum of all critical movements on a critical lane basis is used to determine the total intersection volume to capacity ratio (V/C) and corresponding Level-of-Service from the table on the following page.

DEFINITIONS OF LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one Red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.00	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAIL. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

STOP CONTROLLED INTERSECTIONS

Unsignalized intersections and all-way stop controlled intersections are each subject to separate capacity analysis methodology. Stop controlled intersection operations are reported by leg of the intersection.

This method calculates a delay value for each approach to the intersection. The 2000 Highway Capacity Manual describes the detailed methodology. The following table describes the amount of delay associated with each LOS value.

Delay (seconds)	Level of Service
0-10	A
10-15	B
15-25	C
25-35	D
35-50	E
>50	F

Source: *2000 Highway Capacity Manual*, Transportation Research Board, Washington, D.C.

APPENDIX B
Traffic Count Data

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vermont Ave DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: Slauson Ave DAY: THURSDAY PROJECT# 07-2126-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	0	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM	21	150	17	8	52	10	5	165	4	10	166	13	621
6:45 AM	17	187	14	7	67	6	17	202	16	10	223	22	788
7:00 AM	20	205	10	7	73	12	12	183	10	25	200	10	767
7:15 AM	29	235	15	2	148	18	14	244	18	16	206	14	959
7:30 AM	18	241	26	2	189	11	10	263	28	25	227	17	1057
7:45 AM	29	251	17	3	162	14	20	245	27	35	235	16	1054
8:00 AM	33	272	19	3	159	16	16	237	23	20	224	11	1033
8:15 AM	21	265	12	8	142	17	15	247	16	11	211	17	982
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	188	1806	130	40	992	104	109	1786	142	152	1692	120	7261

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	101	1029	74	16	652	58	61	992	94	91	897	61	4126
PEAK HR. FACTOR:		0.929			0.899			0.953			0.917		0.976

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vermont Ave DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: Slauson Ave DAY: THURSDAY PROJECT# 07-2126-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	0	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	15	145	13	3	185	8	17	212	21	13	238	25	895
4:15 PM	19	184	16	2	202	9	22	297	46	14	279	26	1116
4:30 PM	21	227	12	4	236	11	21	301	29	12	257	35	1166
4:45 PM	35	210	19	2	207	16	28	360	30	7	270	33	1217
5:00 PM	21	172	11	0	184	13	15	288	14	9	223	14	964
5:15 PM	20	180	11	0	190	15	15	285	15	8	232	14	985
5:30 PM	18	170	10	1	187	11	18	281	16	7	244	26	989
5:45 PM	21	167	12	2	171	17	12	269	12	9	223	22	937
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 170	NT 1455	NR 104	SL 14	ST 1562	SR 100	EL 148	ET 2293	ER 183	WL 79	WT 1966	WR 195	TOTAL 8269

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	96	793	58	8	829	49	86	1246	119	42	1029	108	4463
PEAK HR. FACTOR:		0.897			0.882			0.868			0.924		0.917

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Menlo Ave DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: Slauson Ave DAY: THURSDAY PROJECT# 07-2126-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM	0		5					215	1	4	218		443
6:45 AM	1		4					234	1	6	209		455
7:00 AM	2		9					205	1	9	232		458
7:15 AM	0		12					281	2	6	248		549
7:30 AM	1		15					275	1	7	285		584
7:45 AM	4		11					271	2	3	284		575
8:00 AM	1		13					251	3	5	243		516
8:15 AM	0		9					215	3	3	223		453
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	9	0	78	0	0	0	0	1947	14	43	1942	0	4033

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =													
	6	0	51	0	0	0	0	1078	8	21	1060	0	2224
PEAK HR. FACTOR:		0.891			0.000			0.959			0.926		0.952

CONTROL: 1-Way Stop N

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Menlo Ave DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: Slauson Ave DAY: THURSDAY PROJECT# 07-2126-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2		8					178	4	12	207		411
4:15 PM	5		7					255	6	20	215		508
4:30 PM	0		11					286	9	17	268		591
4:45 PM	3		9					311	11	15	261		610
5:00 PM	1		13					345	10	14	292		675
5:15 PM	3		10					360	13	13	352		751
5:30 PM	2		6					341	12	9	305		675
5:45 PM	1		10					283	9	5	288		596
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	17	0	74	0	0	0	0	2359	74	105	2188	0	4817

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	9	0	38	0	0	0	0	1357	46	51	1210	0	2711
PEAK HR. FACTOR:		0.839			0.000			0.940			0.864		0.902

CONTROL: 1-Way Stop N

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hoover St DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: Slauson Ave DAY: THURSDAY PROJECT# 07-2126-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM	17	117	9	23	26	11	11	208	4	0	194	10	630
6:45 AM	19	158	7	19	31	9	15	211	7	5	185	9	675
7:00 AM	15	184	13	22	36	15	11	199	4	5	211	13	728
7:15 AM	13	179	11	37	85	23	29	241	19	19	217	17	890
7:30 AM	17	241	6	33	117	54	27	239	20	7	223	12	996
7:45 AM	15	223	15	39	121	47	35	226	23	17	229	21	1011
8:00 AM	14	195	6	31	88	23	31	218	17	6	212	13	854
8:15 AM	11	174	6	24	73	11	23	196	13	13	204	13	761
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	121	1471	73	228	577	193	182	1738	107	72	1675	108	6545

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	59	838	38	140	411	147	122	924	79	49	881	63	3751
PEAK HR. FACTOR:		0.885			0.843			0.973			0.930		0.928

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hoover St DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: Slauson Ave DAY: THURSDAY PROJECT# 07-2126-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	23	93	10	23	135	17	17	155	13	4	179	18	687
4:15 PM	22	104	9	19	183	19	21	223	15	9	197	29	850
4:30 PM	29	115	7	25	195	22	29	248	21	10	236	37	974
4:45 PM	35	118	6	24	210	29	20	271	28	7	214	45	1007
5:00 PM	27	116	11	31	216	35	26	314	17	6	245	33	1077
5:15 PM	41	112	9	36	194	48	17	322	23	7	273	37	1119
5:30 PM	26	105	11	40	183	42	20	298	29	5	246	25	1030
5:45 PM	22	98	15	24	218	37	30	236	26	10	234	28	978
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 225	NT 861	NR 78	SL 222	ST 1534	SR 249	EL 180	ET 2067	ER 172	WL 58	WT 1824	WR 252	TOTAL 7722

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	129	451	37	131	803	154	83	1205	97	25	978	140	4233
PEAK HR. FACTOR:		0.952			0.965			0.956			0.901		0.946

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vermont Ave DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: 60th St. DAY: THURSDAY PROJECT# 07-2126-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM	1	152	8	3	63	4	3		7	1		2	244
6:45 AM	4	198	4	1	97	4	4		4	0		2	318
7:00 AM	4	226	4	2	82	11	9		4	3		3	348
7:15 AM	21	267	4	1	160	26	15		9	1		11	515
7:30 AM	29	288	4	1	166	42	20		18	0		12	580
7:45 AM	35	285	7	2	190	37	34		27	1		11	629
8:00 AM	18	293	6	2	199	25	19		21	0		11	594
8:15 AM	12	270	4	1	168	7	3		11	0		5	481
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	124	1979	41	13	1125	156	107	0	101	6	0	57	3709

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =													
	103	1133	21	6	715	130	88	0	75	2	0	45	2318
PEAK HR. FACTOR:		0.961			0.929			0.668			0.979		0.921

CONTROL: 2-way stop e/w

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vermont Ave DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: 60th St. DAY: THURSDAY PROJECT# 07-2126-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4	205	5	0	215	8	7	1	11	4		5	465
4:15 PM	6	203	3	3	227	7	9	0	13	4		7	482
4:30 PM	11	203	3	1	259	7	12	0	7	7		6	516
4:45 PM	11	211	2	2	226	11	6	1	6	2		12	490
5:00 PM	10	226	6	2	242	7	9	0	13	2		12	529
5:15 PM	12	192	3	1	213	3	8	1	10	0		10	453
5:30 PM	11	189	2	1	203	4	7	1	10	1		9	438
5:45 PM	10	179	4	1	198	2	4	1	8	2		12	421
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	75	1608	28	11	1783	49	62	5	78	22	0	73	3794

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	38	843	14	8	954	32	36	1	39	15	0	37	2017
PEAK HR. FACTOR:		0.925			0.931			0.864			0.929		0.953

CONTROL: 2-way stop e/w

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Menlo Ave DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: 60th St. DAY: THURSDAY PROJECT# 07-2126-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM	0	3	1	2	0	0	1	6	0	0	3	1	17
6:45 AM	0	1	2	1	2	0	0	2	0	0	3	1	12
7:00 AM	2	2	1	2	2	1	1	4	1	0	4	4	24
7:15 AM	0	0	3	3	1	1	0	4	0	0	5	1	18
7:30 AM	1	3	1	3	4	1	1	10	0	1	10	3	38
7:45 AM	1	3	6	5	3	2	1	11	2	0	11	0	45
8:00 AM	0	1	1	2	0	0	1	9	0	0	10	1	25
8:15 AM	0	0	1	2	3	0	0	4	0	1	4	0	15
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	4	13	16	20	15	5	5	50	3	2	50	11	194

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	2	7	11	13	8	4	3	34	2	1	36	5	126
PEAK HR. FACTOR:		0.500			0.625			0.696			0.750		0.700

CONTROL: 2-Way Stop N & S

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Menlo Ave DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: 60th St. DAY: THURSDAY PROJECT# 07-2126-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	4	2	4	5	3	1	4	1	3	7	1	35
4:15 PM	0	2	4	8	2	3	5	2	0	1	11	5	43
4:30 PM	1	1	4	6	7	8	1	1	0	1	6	5	41
4:45 PM	1	0	2	4	2	2	1	4	0	0	13	4	33
5:00 PM	3	1	2	4	5	5	2	6	1	2	8	0	39
5:15 PM	1	2	1	3	1	2	0	2	1	0	3	0	16
5:30 PM	0	1	2	4	2	0	1	6	0	0	3	0	19
5:45 PM	0	3	2	6	4	1	0	2	0	1	11	1	31
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 6	NT 14	NR 19	SL 39	ST 28	SR 24	EL 11	ET 27	ER 3	WL 8	WT 62	WR 16	TOTAL 257

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	5	4	12	22	16	18	9	13	1	4	38	14	156
PEAK HR. FACTOR:		0.875			0.667			0.639			0.824		0.907

CONTROL: 2-Way Stop N & S

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hoover St DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: 60th St. DAY: THURSDAY PROJECT# 07-2126-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM	1	112	2	1	30	2	3	0	3	0		1	155
6:45 AM	1	157	1	0	44	1	1	0	2	1		3	211
7:00 AM	6	200	1	0	51	5	4	0	2	2		6	277
7:15 AM	3	242	0	4	69	1	8	0	5	1		3	336
7:30 AM	5	235	1	2	118	9	3	0	7	0		3	383
7:45 AM	4	256	2	4	150	6	18	1	13	3		6	463
8:00 AM	7	215	1	3	102	9	8	0	3	2		5	355
8:15 AM	0	170	1	0	126	6	2	0	6	3		1	315
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	27	1587	9	14	690	39	47	1	41	12	0	28	2495

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =													
	19	948	4	13	439	25	37	1	28	6	0	17	1537
PEAK HR. FACTOR:		0.927			0.745			0.516			0.639		0.830

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hoover St DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: 60th St. DAY: THURSDAY PROJECT# 07-2126-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4	122	5	2	158	8	6		6	1		2	314
4:15 PM	2	145	1	2	182	8	4		7	1		4	356
4:30 PM	5	124	0	1	204	6	4		4	0		2	350
4:45 PM	3	137	2	4	206	10	4		6	0		1	373
5:00 PM	2	156	1	6	217	6	6		8	3		4	409
5:15 PM	4	144	2	6	220	7	6		5	2		5	401
5:30 PM	1	125	3	1	192	6	5		4	1		3	341
5:45 PM	4	133	2	2	267	9	4		6	2		2	431
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	25	1086	16	24	1646	60	39	0	46	10	0	23	2975

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	11	558	8	15	896	28	21	0	23	8	0	14	1582
PEAK HR. FACTOR:		0.907			0.844			0.786			0.786		0.918

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vermont Ave DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: Gage Ave DAY: THURSDAY PROJECT# 07-2126-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM	13	166	35	21	73	6	4	155	9	6	124	8	620
6:45 AM	11	163	32	13	64	3	11	139	16	13	107	19	591
7:00 AM	20	213	48	60	84	9	13	150	8	17	149	15	786
7:15 AM	32	345	87	36	144	19	29	204	18	23	181	20	1138
7:30 AM	28	259	63	17	154	15	14	150	23	13	159	42	937
7:45 AM	26	259	48	35	172	18	21	158	19	14	132	22	924
8:00 AM	17	206	37	18	130	12	33	205	4	30	263	48	1003
8:15 AM	17	181	28	26	92	15	15	160	14	23	135	22	728
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	164	1792	378	226	913	97	140	1321	111	139	1250	196	6727

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	103	1069	235	106	600	64	97	717	64	80	735	132	4002
PEAK HR. FACTOR:		0.758			0.856			0.875			0.694		0.879

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Vermont Ave DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: Gage Ave DAY: THURSDAY PROJECT# 07-2126-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	19	131	29	17	91	24	16	123	16	43	119	31	659
4:15 PM	17	175	37	36	134	23	12	176	33	31	166	28	868
4:30 PM	13	132	22	18	167	18	9	116	13	32	224	14	778
4:45 PM	18	176	26	32	220	22	19	228	34	42	211	12	1040
5:00 PM	33	243	31	34	303	37	11	169	20	36	217	27	1161
5:15 PM	12	202	31	24	232	25	9	164	27	44	185	18	973
5:30 PM	10	231	26	28	191	13	21	178	22	23	175	21	939
5:45 PM	16	182	38	19	158	18	12	176	19	37	197	19	891
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 138	NT 1472	NR 240	SL 208	ST 1496	SR 180	EL 109	ET 1330	ER 184	WL 288	WT 1494	WR 170	TOTAL 7309

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	73	852	114	118	946	97	60	739	103	145	788	78	4113
PEAK HR. FACTOR:		0.846			0.776			0.802			0.903		0.886

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hoover St DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: Gage Ave DAY: THURSDAY PROJECT# 07-2126-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	1	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM	5	94	24	17	18	5	19	186	5	6	99	13	491
6:45 AM	5	101	21	26	24	3	16	159	4	16	156	17	548
7:00 AM	25	224	55	57	57	13	39	333	13	27	307	49	1199
7:15 AM	13	179	30	22	43	7	35	203	10	23	163	30	758
7:30 AM	17	191	38	24	83	17	37	231	10	14	145	35	842
7:45 AM	14	174	44	24	88	8	26	214	17	21	170	24	824
8:00 AM	14	130	41	38	54	17	25	200	10	16	143	28	716
8:15 AM	10	123	16	22	67	16	15	157	6	24	146	30	632
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	103	1216	269	230	434	86	212	1683	75	147	1329	226	6010

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	69	768	167	127	271	45	137	981	50	85	785	138	3623
PEAK HR. FACTOR:		0.826			0.872			0.758			0.658		0.755

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hoover St DATE: 4/5/2007 LOCATION: City of Los Angeles

E-W STREET: Gage Ave DAY: THURSDAY PROJECT# 07-2126-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	1	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11	80	27	22	111	18	12	178	22	33	204	36	754
4:15 PM	14	97	24	37	133	15	10	151	30	30	181	29	751
4:30 PM	16	99	29	23	136	27	10	212	24	33	182	36	827
4:45 PM	19	96	27	29	163	35	6	218	28	30	217	26	894
5:00 PM	14	110	18	39	162	39	21	188	22	25	194	31	863
5:15 PM	13	100	27	34	164	47	13	183	27	35	221	27	891
5:30 PM	20	97	23	25	157	29	16	232	15	21	250	38	923
5:45 PM	15	98	31	39	202	43	18	207	22	36	210	30	951
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 122	NT 777	NR 206	SL 248	ST 1228	SR 253	EL 106	ET 1569	ER 190	WL 243	WT 1659	WR 253	TOTAL 6854

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	62	405	99	137	685	158	68	810	86	117	875	126	3628
PEAK HR. FACTOR:		0.983			0.863			0.916			0.905		0.954

CONTROL: Signalized

Volumes for: Thursday, April 05, 2007 City: Los Angeles Project #: 07-2127-001

Location: 60th St btwn Menlo Ave & Vermont Ave

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		1			12:00			12		4		
00:15			0		1			12:15			8		2		
00:30			1		1			12:30			8		12		
00:45			0	1	0	3	4	12:45			3	31	11	29	60
01:00			0		0			13:00			7		4		
01:15			1		0			13:15			7		4		
01:30			0		2			13:30			2		4		
01:45			0	1	1	3	4	13:45			7	23	4	16	39
02:00			0		1			14:00			7		8		
02:15			1		0			14:15			4		2		
02:30			1		0			14:30			6		12		
02:45			2	4	0	1	5	14:45			3	20	9	31	51
03:00			2		1			15:00			9		19		
03:15			0		0			15:15			4		10		
03:30			0		1			15:30			8		9		
03:45			0	2	0	2	4	15:45			6	27	5	43	70
04:00			1		1			16:00			5		11		
04:15			1		1			16:15			7		10		
04:30			0		1			16:30			6		10		
04:45			2	4	2	5	9	16:45			8	26	19	50	76
05:00			2		1			17:00			7		15		
05:15			2		2			17:15			5		10		
05:30			2		1			17:30			5		7		
05:45			0	6	2	6	12	17:45			2	19	10	42	61
06:00			3		4			18:00			7		13		
06:15			4		3			18:15			4		4		
06:30			3		5			18:30			6		15		
06:45			1	11	2	14	25	18:45			6	23	6	38	61
07:00			7		9			19:00			9		9		
07:15			7		7			19:15			5		10		
07:30			14		11			19:30			6		5		
07:45			11	39	8	35	74	19:45			8	28	4	28	56
08:00			6		9			20:00			5		4		
08:15			4		3			20:15			5		8		
08:30			3		2			20:30			3		7		
08:45			6	19	11	25	44	20:45			2	15	3	22	37
09:00			4		1			21:00			3		6		
09:15			8		7			21:15			2		2		
09:30			3		4			21:30			1		5		
09:45			7	22	4	16	38	21:45			3	9	2	15	24
10:00			4		6			22:00			0		2		
10:15			2		7			22:15			6		2		
10:30			2		3			22:30			1		7		
10:45			8	16	5	21	37	22:45			4	11	3	14	25
11:00			5		7			23:00			0		4		
11:15			8		5			23:15			4		4		
11:30			8		4			23:30			1		1		
11:45			4	25	9	25	50	23:45			0	5	1	10	15
Total Vol.				150		156	**306**					237		338	**575**

Daily Totals

NB	SB	EB	WB	Combined
		387	494	**881**

	AM			PM		
Split %	49.0%	51.0%	**34.7%**	41.2%	58.8%	**65.3%**
Peak Hour	07:00	07:00	**07:00**	12:00	16:15	**16:15**
Volume	39	35	**74**	31	54	**82**
P.H.F.	0.70	0.80	**0.74**	0.65	0.71	**0.76**

Volumes for: Thursday, April 05, 2007 City: Los Angeles Project #: 07-2127-002

Location: 60th St btwn Menlo Ave & Hoover St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		0			12:00			13		5		
00:15			0		0			12:15			10		9		
00:30			0		0			12:30			7		6		
00:45			0	1	0	0	1	12:45			8	38	5	25	63
01:00			0		0			13:00			7		2		
01:15			1		0			13:15			9		5		
01:30			2		1			13:30			6		3		
01:45			0	3	1	2	5	13:45			8	30	4	14	44
02:00			0		2			14:00			8		11		
02:15			1		0			14:15			5		2		
02:30			0		1			14:30			10		5		
02:45			1	2	0	3	5	14:45			10	33	11	29	62
03:00			2		0			15:00			11		19		
03:15			0		0			15:15			12		4		
03:30			1		0			15:30			8		11		
03:45			0	3	0	0	3	15:45			9	40	4	38	78
04:00			3		1			16:00			10		9		
04:15			1		0			16:15			8		14		
04:30			1		1			16:30			10		8		
04:45			0	5	1	3	8	16:45			16	44	12	43	87
05:00			2		1			17:00			17		15		
05:15			2		1			17:15			11		10		
05:30			2		1			17:30			7		9		
05:45			0	6	2	5	11	17:45			7	42	9	43	85
06:00			5		2			18:00			12		7		
06:15			6		0			18:15			15		4		
06:30			3		3			18:30			7		15		
06:45			3	17	1	6	23	18:45			11	45	4	30	75
07:00			10		12			19:00			7		8		
07:15			9		8			19:15			5		13		
07:30			17		18			19:30			11		3		
07:45			20	56	8	46	102	19:45			10	33	6	30	63
08:00			11		9			20:00			5		5		
08:15			5		1			20:15			11		7		
08:30			5		1			20:30			2		3		
08:45			7	28	6	17	45	20:45			4	22	3	18	40
09:00			3		5			21:00			4		2		
09:15			7		6			21:15			3		2		
09:30			2		2			21:30			3		2		
09:45			5	17	5	18	35	21:45			7	17	2	8	25
10:00			5		2			22:00			3		0		
10:15			5		7			22:15			6		1		
10:30			3		4			22:30			3		4		
10:45			8	21	4	17	38	22:45			4	16	2	7	23
11:00			6		5			23:00			1		2		
11:15			7		5			23:15			4		3		
11:30			10		3			23:30			2		2		
11:45			11	34	4	17	51	23:45			0	7	0	7	14
Total Vol.				193		134	**327**					367		292	**659**

Daily Totals

NB	SB	EB	WB	Combined
		560	426	**986**

	AM			PM		
Split %	59.0%	41.0%	**33.2%**	55.7%	44.3%	**66.8%**
Peak Hour	07:15	07:00	**07:00**	16:30	16:15	**16:15**
Volume	57	46	**102**	54	49	**100**
P.H.F.	0.71	0.64	**0.73**	0.79	0.82	**0.78**

Volumes for: Thursday, April 05, 2007 City: Los Angeles Project #: 07-2127-003

Location: Menlo Ave btwn 58th Place & 59th St

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		2					12:00	6		11				
00:15	0		1					12:15	7		10				
00:30	3		1					12:30	4		11				
00:45	0	6	0	4			10	12:45	6	23	13	45			68
01:00	0		4					13:00	9		8				
01:15	0		1					13:15	9		16				
01:30	0		0					13:30	8		10				
01:45	0	0	0	5			5	13:45	5	31	11	45			76
02:00	1		1					14:00	8		12				
02:15	0		2					14:15	5		9				
02:30	2		0					14:30	12		16				
02:45	2	5	2	5			10	14:45	13	38	14	51			89
03:00	1		3					15:00	16		17				
03:15	0		1					15:15	15		15				
03:30	0		0					15:30	12		14				
03:45	0	1	1	5			6	15:45	4	47	16	62			109
04:00	3		0					16:00	12		19				
04:15	1		1					16:15	15		27				
04:30	2		0					16:30	13		27				
04:45	0	6	0	1			7	16:45	15	55	25	98			153
05:00	2		0					17:00	12		23				
05:15	2		2					17:15	7		18				
05:30	1		1					17:30	6		19				
05:45	2	7	2	5			12	17:45	5	30	18	78			108
06:00	6		4					18:00	5		10				
06:15	7		1					18:15	8		17				
06:30	9		2					18:30	8		14				
06:45	8	30	2	9			39	18:45	7	28	13	54			82
07:00	11		6					19:00	5		10				
07:15	13		6					19:15	7		5				
07:30	20		8					19:30	6		9				
07:45	25	69	8	28			97	19:45	3	21	7	31			52
08:00	10		9					20:00	4		5				
08:15	3		6					20:15	3		8				
08:30	7		9					20:30	4		11				
08:45	4	24	3	27			51	20:45	4	15	14	38			53
09:00	4		3					21:00	6		11				
09:15	6		7					21:15	1		9				
09:30	1		10					21:30	3		7				
09:45	5	16	6	26			42	21:45	2	12	9	36			48
10:00	5		7					22:00	2		5				
10:15	5		4					22:15	8		7				
10:30	7		10					22:30	1		3				
10:45	5	22	7	28			50	22:45	1	12	3	18			30
11:00	8		14					23:00	1		6				
11:15	2		4					23:15	1		3				
11:30	10		10					23:30	1		0				
11:45	6	26	10	38			64	23:45	2	5	4	13			18
Total Vol.		212		181			**393**			317		569			**886**

Daily Totals

NB	SB	EB	WB	**Combined**
529	750			**1279**

	AM			**PM**		
Split %	53.9%	46.1%	**30.7%**	35.8%	64.2%	**69.3%**
Peak Hour	07:00	11:45	**07:15**	14:30	16:15	**16:15**
Volume	69	42	**99**	56	102	**157**
P.H.F.	0.69	0.95	**0.75**	0.89	0.94	**0.93**

Volumes for: Wednesday, April 18, 2007 City: Los Angeles Project #: 07-2143-001

Location: 58th Place btwn Menlo Ave & Hoover St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			2		2		
00:15			0		0			12:15			1		2		
00:30			0		1			12:30			0		1		
00:45			1	1	0	1	2	12:45			0	3	2	7	10
01:00			0		1			13:00			1		3		
01:15			0		0			13:15			1		6		
01:30			1		0			13:30			1		3		
01:45			0	1	0	1	2	13:45			3	6	3	15	21
02:00			0		0			14:00			2		2		
02:15			0		0			14:15			6		3		
02:30			0		0			14:30			2		3		
02:45			0	0	0	0		14:45			7	17	4	12	29
03:00			0		0			15:00			0		1		
03:15			0		0			15:15			2		5		
03:30			0		0			15:30			1		3		
03:45			0	0	1	1	1	15:45			1	4	3	12	16
04:00			0		0			16:00			2		2		
04:15			0		0			16:15			7		3		
04:30			1		0			16:30			3		4		
04:45			0	1	0	0	1	16:45			2	14	3	12	26
05:00			0		0			17:00			0		3		
05:15			0		1			17:15			1		4		
05:30			0		0			17:30			2		1		
05:45			0	0	1	2	2	17:45			1	4	9	17	21
06:00			2		0			18:00			1		6		
06:15			2		1			18:15			2		3		
06:30			0		0			18:30			1		3		
06:45			1	5	1	2	7	18:45			0	4	2	14	18
07:00			3		0			19:00			0		1		
07:15			0		1			19:15			1		3		
07:30			1		4			19:30			3		3		
07:45			6	10	2	7	17	19:45			0	4	0	7	11
08:00			6		4			20:00			1		0		
08:15			1		2			20:15			1		1		
08:30			3		4			20:30			2		2		
08:45			2	12	3	13	25	20:45			0	4	1	4	8
09:00			2		1			21:00			2		1		
09:15			0		2			21:15			2		3		
09:30			1		0			21:30			3		2		
09:45			2	5	1	4	9	21:45			0	7	2	8	15
10:00			2		0			22:00			0		0		
10:15			1		4			22:15			0		0		
10:30			6		4			22:30			0		0		
10:45			1	10	2	10	20	22:45			0	0	0	0	
11:00			0		2			23:00			2		2		
11:15			7		2			23:15			1		0		
11:30			1		0			23:30			1		1		
11:45			2	10	4	8	18	23:45			0	4	0	3	7
Total Vol.				55		49	**104**					71		111	**182**

			Daily Totals		
	NB	SB	EB	WB	**Combined**
			126	160	**286**

	AM			**PM**		
Split %	52.9%	47.1%	**36.4%**	39.0%	61.0%	**63.6%**
Peak Hour	07:45	08:00	**07:45**	14:00	17:45	**14:00**
Volume	16	13	**28**	17	21	**29**
P.H.F.	0.67	0.81	**0.70**	0.61	0.58	**0.66**

Volumes for: Wednesday, April 18, 2007 City: Los Angeles Project #: 07-2143-002

Location: 59th St btwn Menlo Ave & Hoover St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		0			12:00			2		3		
00:15			0		1			12:15			0		4		
00:30			0		0			12:30			6		2		
00:45			0	1	1	2	3	12:45			2	10	2	11	21
01:00			0		0			13:00			4		5		
01:15			0		1			13:15			4		4		
01:30			0		0			13:30			4		3		
01:45			0	0	0	1	1	13:45			3	15	5	17	32
02:00			0		0			14:00			2		4		
02:15			0		0			14:15			3		4		
02:30			0		0			14:30			1		6		
02:45			0	0	0	0		14:45			4	10	9	23	33
03:00			0		0			15:00			8		7		
03:15			0		0			15:15			2		4		
03:30			0		1			15:30			2		2		
03:45			0	0	0	1	1	15:45			2	14	9	22	36
04:00			1		0			16:00			3		5		
04:15			0		1			16:15			1		2		
04:30			0		0			16:30			6		1		
04:45			0	1	0	1	2	16:45			1	11	4	12	23
05:00			0		0			17:00			6		4		
05:15			0		0			17:15			6		6		
05:30			0		0			17:30			1		2		
05:45			4	4	1	1	5	17:45			5	18	7	19	37
06:00			0		4			18:00			2		8		
06:15			1		1			18:15			4		4		
06:30			1		0			18:30			4		3		
06:45			1	3	1	6	9	18:45			5	15	5	20	35
07:00			3		2			19:00			4		3		
07:15			5		3			19:15			5		1		
07:30			7		10			19:30			2		4		
07:45			9	24	9	24	48	19:45			2	13	4	12	25
08:00			1		3			20:00			2		0		
08:15			1		4			20:15			2		2		
08:30			5		2			20:30			4		4		
08:45			2	9	3	12	21	20:45			0	8	0	6	14
09:00			2		4			21:00			2		3		
09:15			5		2			21:15			5		0		
09:30			2		4			21:30			1		2		
09:45			3	12	0	10	22	21:45			1	9	1	6	15
10:00			0		2			22:00			2		1		
10:15			3		1			22:15			1		2		
10:30			1		5			22:30			2		0		
10:45			5	9	1	9	18	22:45			0	5	0	3	8
11:00			2		1			23:00			2		1		
11:15			1		6			23:15			0		2		
11:30			3		3			23:30			1		1		
11:45			1	7	6	16	23	23:45			0	3	0	4	7
Total Vol.				70		83	**153**					131		155	**286**

Daily Totals

NB	SB	EB	WB	Combined
		201	238	**439**

	AM			PM		
Split %	45.8%	54.2%	**34.9%**	45.8%	54.2%	**65.1%**
Peak Hour	07:00	07:30	**07:00**	16:30	14:15	**14:15**
Volume	24	26	**48**	19	26	**42**
P.H.F.	0.67	0.65	**0.67**	0.79	0.72	**0.70**

Volumes for: Wednesday, April 18, 2007 City: Los Angeles Project #: 07-2143-003

Location: 59th Place btwn Menlo Ave & Hoover St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			5		4		
00:15			1		2			12:15			2		7		
00:30			0		0			12:30			4		5		
00:45			0	1	1	3	4	12:45			13	24	12	28	52
01:00			4		2			13:00			10		10		
01:15			0		1			13:15			12		6		
01:30			0		0			13:30			10		6		
01:45			0	4	1	4	8	13:45			6	38	6	28	66
02:00			0		0			14:00			11		9		
02:15			0		1			14:15			16		9		
02:30			0		0			14:30			5		7		
02:45			0	0	1	2	2	14:45			7	39	7	32	71
03:00			0		0			15:00			4		6		
03:15			1		0			15:15			7		8		
03:30			0		0			15:30			13		7		
03:45			1	2	1	1	3	15:45			8	32	10	31	63
04:00			0		1			16:00			12		11		
04:15			0		2			16:15			12		8		
04:30			1		1			16:30			8		11		
04:45			0	1	1	5	6	16:45			6	38	10	40	78
05:00			0		2			17:00			17		6		
05:15			0		1			17:15			18		8		
05:30			2		0			17:30			5		9		
05:45			6	8	2	5	13	17:45			7	47	10	33	80
06:00			0		2			18:00			10		13		
06:15			1		0			18:15			7		9		
06:30			2		2			18:30			6		10		
06:45			8	11	1	5	16	18:45			14	37	8	40	77
07:00			2		4			19:00			1		10		
07:15			5		6			19:15			6		2		
07:30			5		10			19:30			5		6		
07:45			5	17	12	32	49	19:45			8	20	9	27	47
08:00			10		6			20:00			6		10		
08:15			4		6			20:15			5		3		
08:30			2		2			20:30			2		5		
08:45			2	18	5	19	37	20:45			8	21	6	24	45
09:00			0		3			21:00			7		6		
09:15			4		4			21:15			5		7		
09:30			4		3			21:30			4		5		
09:45			4	12	5	15	27	21:45			4	20	0	18	38
10:00			6		4			22:00			8		5		
10:15			2		4			22:15			2		4		
10:30			6		8			22:30			1		2		
10:45			6	20	4	20	40	22:45			1	12	2	13	25
11:00			0		4			23:00			0		1		
11:15			5		2			23:15			0		2		
11:30			6		6			23:30			1		2		
11:45			5	16	3	15	31	23:45			1	2	0	5	7
Total Vol.				110		126	**236**					330		319	**649**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			440	445	**885**

	AM			PM		
Split %	46.6%	53.4%	**26.7%**	50.8%	49.2%	**73.3%**
Peak Hour	07:15	07:15	**07:15**	16:30	17:45	**16:30**
Volume	25	34	**59**	49	42	**84**
P.H.F.	0.63	0.71	**0.87**	0.68	0.81	**0.81**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 07-2180-001
LOCATION: Menlo Ave. & Slauson Ave.
DATE: 04/19/2007 DAY: Thursday
CITY: Los Angeles

PEDESTRIANS

	NORTH-LEG		SOUTH-LEG		EAST-LEG		WEST-LEG	
TIME	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	4	18	0	0	0	0
7:15 AM	0	0	3	7	0	0	0	0
7:30 AM	0	0	1	9	0	0	0	0
7:45 AM	0	0	3	11	0	0	0	0
8:00 AM	0	0	4	12	0	0	0	0
8:15 AM	0	0	3	13	0	0	0	0
8:30 AM	0	0	2	6	0	0	0	0
8:45 AM	0	0	2	8	0	0	0	0
TOTALS	0	0	22	84	0	0	0	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 07-2180-002
LOCATION: Vermont Ave. & 60th St.
DATE: 04/19/2007 DAY: Thursday
CITY: Los Angeles

PEDESTRIANS

	NORTH-LEG		SOUTH-LEG		EAST-LEG		WEST-LEG	
TIME	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	6	4	13	17	13	7	1	12
7:15 AM	4	15	8	31	12	2	5	5
7:30 AM	5	65	10	48	56	1	34	6
7:45 AM	1	46	12	41	50	5	25	7
8:00 AM	10	19	7	11	10	9	1	9
8:15 AM	3	3	5	3	0	7	3	4
8:30 AM	0	0	1	5	5	0	4	1
8:45 AM	3	1	2	0	1	1	3	5
TOTALS	32	153	58	156	147	32	76	49

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 07-2180-003
LOCATION: Menlo Ave. & 60th St.
DATE: 04/19/2007 DAY: Thursday
CITY: Los Angeles

PEDESTRIANS

	NORTH-LEG		SOUTH-LEG		EAST-LEG		WEST-LEG	
TIME	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	3	5	2	0	1	0
7:15 AM	0	0	1	1	0	0	1	0
7:30 AM	0	1	0	6	1	0	0	0
7:45 AM	0	2	0	6	0	0	5	3
8:00 AM	0	0	1	2	0	0	0	0
8:15 AM	2	0	1	1	0	0	0	0
8:30 AM	3	0	3	0	0	0	2	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	5	3	9	21	3	0	9	3

APPENDIX C
Intersection Level of Service Worksheets
Existing (2007) Conditions

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Vermont Ave & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Vermont Ave						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	0 1	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	101	1029	74	16	652	58	61	992	94	91	897	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1029	74	16	652	58	61	992	94	91	897	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1029	74	16	652	58	61	992	94	91	897	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1029	74	16	652	58	61	992	94	91	897	61
PCE Adj:	1.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	1029	74	96	652	58	61	992	94	91	897	61
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.05	1.81	0.14	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1500	3000	1500	74	2710	216	1500	3000	1500	1500	2809	191
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.05	0.22	0.24	0.27	0.04	0.33	0.06	0.06	0.32	0.32
Crit Volume:		514			16			496			91	
Crit Moves:		****			****			****			****	

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Menlo Ave & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Menlo Ave						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	6	0	51	0	0	0	0	1078	8	21	1060	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	51	0	0	0	0	1078	8	21	1060	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	51	0	0	0	0	1078	8	21	1060	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	51	0	0	0	0	1078	8	21	1060	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	51	0	0	0	0	1078	8	21	1060	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.11	0.00	0.89	0.00	0.00	0.00	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	126	0	1074	0	0	0	0	2382	18	1200	2400	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.45	0.45	0.02	0.44	0.00
Crit Volume:			57	0				543		21		
Crit Moves:			****					****		****		

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Hoover St & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Hoover St						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	59	838	38	140	411	147	122	924	79	49	881	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	838	38	140	411	147	122	924	79	49	881	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	838	38	140	411	147	122	924	79	49	881	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	838	38	140	411	147	122	924	79	49	881	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	838	38	140	411	147	122	924	79	49	881	63
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.47	0.53	1.00	1.84	0.16	1.00	1.87	0.13
Final Sat.:	1500	2870	130	1500	2210	790	1500	2764	236	1500	2800	200
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.09	0.19	0.19	0.08	0.33	0.33	0.03	0.31	0.31
Crit Volume:		438			140			122				472
Crit Moves:		****			****			****				****

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Vermont Ave & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Vermont Ave						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1236	21	6	790	0	0	0	0	2	0	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1236	21	6	790	0	0	0	0	2	0	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1236	21	6	790	0	0	0	0	2	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1236	21	6	790	0	0	0	0	2	0	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1236	21	6	790	0	0	0	0	2	0	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	0.04	0.00	0.96
Final Sat.:	0	2360	40	1200	2400	0	0	0	0	51	0	1149
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	0.01	0.33	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Volume:		629			6			0				47
Crit Moves:		****			****							****

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Menlo Ave & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.065
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	15	Level Of Service:	A

Street Name:	Menlo Ave						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	7	11	13	8	4	3	34	2	1	36	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	7	11	13	8	4	3	34	2	1	36	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	7	11	13	8	4	3	34	2	1	36	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	7	11	13	8	4	3	34	2	1	36	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	7	11	13	8	4	3	34	2	1	36	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.10	0.35	0.55	0.52	0.32	0.16	0.08	0.87	0.05	0.02	0.86	0.12
Final Sat.:	120	420	660	624	384	192	92	1046	62	29	1029	143
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.04
Crit Volume:		20			13			3				42
Crit Moves:		****			****			****				****

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Hoover St & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Hoover St						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	19	965	0	0	452	25	37	0	29	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	965	0	0	452	25	37	0	29	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	965	0	0	452	25	37	0	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	965	0	0	452	25	37	0	29	0	0	0
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	965	0	0	452	25	37	0	29	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	1.92	0.00	0.00	1.90	0.10	0.56	0.00	0.44	0.00	0.00	0.00
Final Sat.:	118	2882	0	0	2843	157	841	0	659	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.33	0.00	0.00	0.16	0.16	0.04	0.00	0.04	0.00	0.00	0.00
Crit Volume:	502			0					66	0		
Crit Moves:	****			****					****			

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Vermont Ave & Gage Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Vermont Ave						Gage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	103	1069	235	106	600	64	97	717	64	80	735	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1069	235	106	600	64	97	717	64	80	735	132
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1069	0	106	600	64	97	717	64	80	735	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1069	0	106	600	64	97	717	64	80	735	132
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	1069	0	106	600	64	97	717	64	80	735	132
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.84	0.16	1.00	1.70	0.30
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	2754	246	1500	2543	457
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.00	0.07	0.20	0.04	0.06	0.26	0.26	0.05	0.29	0.29
Crit Volume:		535			106			97				434
Crit Moves:		****			****			****				****

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Hoover St & Gage Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	Hoover St						Gage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	69	768	167	127	271	45	137	981	50	85	785	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	768	167	127	271	45	137	981	50	85	785	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	768	167	127	271	45	137	981	50	85	785	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	768	167	127	271	45	137	981	50	85	785	138
PCE Adj:	2.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	768	167	508	271	45	137	981	50	85	785	138
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.54	0.31	1.00	0.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	221	2312	467	1500	1336	164	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.31	0.33	0.36	0.08	0.20	0.27	0.09	0.33	0.03	0.06	0.26	0.09
Crit Volume:			537	127				491		85		
Crit Moves:			****	****				****		****		

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Vermont Ave & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Vermont Ave						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	0 1	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	96	793	58	8	829	49	86	1246	119	42	1029	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	793	58	8	829	49	86	1246	119	42	1029	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	793	58	8	829	49	86	1246	119	42	1029	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	793	58	8	829	49	86	1246	119	42	1029	108
PCE Adj:	1.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	793	58	32	829	49	86	1246	119	42	1029	108
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.02	1.87	0.11	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1500	3000	1500	28	2811	162	1500	3000	1500	1500	2715	285
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.04	0.29	0.29	0.30	0.06	0.42	0.08	0.03	0.38	0.38
Crit Volume:	96					455		623		42		
Crit Moves:	****					****		****		****		

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Menlo Ave & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Menlo Ave									Slauson Ave								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	9	0	38	0	0	0	0	1357	46	51	1210	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	38	0	0	0	0	1357	46	51	1210	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	38	0	0	0	0	1357	46	51	1210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	38	0	0	0	0	1357	46	51	1210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	38	0	0	0	0	1357	46	51	1210	0
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.19	0.00	0.81	0.00	0.00	0.00	0.00	1.93	0.07	1.00	2.00	0.00
Final Sat.:	230	0	970	0	0	0	0	2321	79	1200	2400	0
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.58	0.58	0.04	0.50	0.00
Crit Volume:			47	0					702	51		
Crit Moves:			****						****	****		

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Hoover St & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Hoover St						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	129	451	37	131	803	154	83	1205	97	25	978	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	451	37	131	803	154	83	1205	97	25	978	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	451	37	131	803	154	83	1205	97	25	978	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	451	37	131	803	154	83	1205	97	25	978	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	451	37	131	803	154	83	1205	97	25	978	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.68	0.32	1.00	1.85	0.15	1.00	1.75	0.25
Final Sat.:	1500	2773	227	1500	2517	483	1500	2776	224	1500	2624	376
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.09	0.32	0.32	0.06	0.43	0.43	0.02	0.37	0.37
Crit Volume:	129					479			651	25		
Crit Moves:	****					****			****	****		

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Vermont Ave & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.458
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Vermont Ave						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	881	14	8	994	0	0	0	0	15	0	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	881	14	8	994	0	0	0	0	15	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	881	14	8	994	0	0	0	0	15	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	881	14	8	994	0	0	0	0	15	0	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	881	14	8	994	0	0	0	0	15	0	37
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	0.29	0.00	0.71
Final Sat.:	0	2362	38	1200	2400	0	0	0	0	346	0	854
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.01	0.41	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Volume:	0				497		0					52
Crit Moves:	****				****							****

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Menlo Ave & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.105
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Menlo Ave						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	4	12	22	16	18	9	13	1	4	38	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	4	12	22	16	18	9	13	1	4	38	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	4	12	22	16	18	9	13	1	4	38	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	4	12	22	16	18	9	13	1	4	38	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	4	12	22	16	18	9	13	1	4	38	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.24	0.19	0.57	0.39	0.29	0.32	0.39	0.57	0.04	0.07	0.68	0.25
Final Sat.:	286	229	686	471	343	386	470	678	52	86	814	300
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.05	0.05	0.05	0.02	0.02	0.02	0.05	0.05	0.05
Crit Volume:	5			56			9			56		
Crit Moves:	****			****			****			****		

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Hoover St & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Hoover St						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	11	572	0	0	911	28	21	0	23	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	572	0	0	911	28	21	0	23	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	572	0	0	911	28	21	0	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	572	0	0	911	28	21	0	23	0	0	0
PCE Adj:	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	572	0	0	911	28	21	0	23	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.84	0.00	0.00	1.94	0.06	0.48	0.00	0.52	0.00	0.00	0.00
Final Sat.:	240	2760	0	0	2911	89	716	0	784	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.00	0.00	0.31	0.31	0.03	0.00	0.03	0.00	0.00	0.00
Crit Volume:	11				470				44	0		
Crit Moves:	****				****				****			

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Vermont Ave & Gage Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Vermont Ave						Gage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	852	114	118	946	97	60	739	103	145	788	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	852	114	118	946	97	60	739	103	145	788	78
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	852	0	118	946	97	60	739	103	145	788	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	852	0	118	946	97	60	739	103	145	788	78
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	852	0	118	946	97	60	739	103	145	788	78
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.76	0.24	1.00	1.82	0.18
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	2633	367	1500	2730	270
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.08	0.32	0.06	0.04	0.28	0.28	0.10	0.29	0.29
Crit Volume:	73				473				421	145		
Crit Moves:	****				****				****	****		

LAUSD - South Los Angeles Area New High School #3
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Hoover St & Gage Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Hoover St						Gage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	62	405	99	137	685	158	68	810	86	117	875	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	405	99	137	685	158	68	810	86	117	875	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	405	99	137	685	158	68	810	86	117	875	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	405	99	137	685	158	68	810	86	117	875	126
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	405	99	274	685	158	68	810	86	117	875	126
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	1.41	0.26	0.33	1.39	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	489	2116	395	488	2088	424	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.25	0.28	0.33	0.37	0.05	0.27	0.06	0.08	0.29	0.08
Crit Volume:	62					559		405		117		
Crit Moves:	****					****		****		****		

APPENDIX D
Intersection Level of Service Worksheets
Future (2012) Growth and Area Projects Conditions

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Vermont Ave & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Street Name:	Vermont Ave						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	0 1	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	101	1029	74	16	652	58	61	992	94	91	897	61
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	106	1080	78	17	685	61	64	1042	99	96	942	64
Added Vol:	16	33	23	0	38	1	2	85	24	34	38	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1113	101	17	723	62	66	1127	123	130	980	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1113	101	17	723	62	66	1127	123	130	980	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1113	101	17	723	62	66	1127	123	130	980	69
PCE Adj:	1.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1113	101	101	723	62	66	1127	123	130	980	69
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.05	1.81	0.14	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1500	3000	1500	70	2720	210	1500	3000	1500	1500	2803	197
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.07	0.24	0.27	0.30	0.04	0.38	0.08	0.09	0.35	0.35
Crit Volume:	122					443		563		130		
Crit Moves:	****					****		****		****		

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Menlo Ave & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Menlo Ave						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	6	0	51	0	0	0	0	1078	8	21	1060	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	6	0	54	0	0	0	0	1132	8	22	1113	0
Added Vol:	0	0	0	0	0	0	0	107	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	54	0	0	0	0	1239	8	22	1191	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	54	0	0	0	0	1239	8	22	1191	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	54	0	0	0	0	1239	8	22	1191	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	54	0	0	0	0	1239	8	22	1191	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.11	0.00	0.89	0.00	0.00	0.00	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	126	0	1074	0	0	0	0	2384	16	1200	2400	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.52	0.52	0.02	0.50	0.00
Crit Volume:			60	0					624	22		
Crit Moves:			****						****	****		

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Hoover St & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Hoover St						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	59	838	38	140	411	147	122	924	79	49	881	63
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	62	880	40	147	432	154	128	970	83	51	925	66
Added Vol:	0	0	0	1	0	15	10	98	0	0	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	880	40	148	432	169	138	1068	83	51	988	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	880	40	148	432	169	138	1068	83	51	988	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	880	40	148	432	169	138	1068	83	51	988	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	880	40	148	432	169	138	1068	83	51	988	66
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.44	0.56	1.00	1.86	0.14	1.00	1.87	0.13
Final Sat.:	1500	2870	130	1500	2155	845	1500	2784	216	1500	2812	188
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.10	0.20	0.20	0.09	0.38	0.38	0.03	0.35	0.35
Crit Volume:		460			148			138				527
Crit Moves:		****			****			****				****

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Vermont Ave & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Vermont Ave						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1236	21	6	790	0	0	0	0	2	0	45
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1298	22	6	830	0	0	0	0	2	0	47
Added Vol:	0	32	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1330	22	6	854	0	0	0	0	2	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1330	22	6	854	0	0	0	0	2	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1330	22	6	854	0	0	0	0	2	0	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1330	22	6	854	0	0	0	0	2	0	47
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	0.04	0.01	0.95
Final Sat.:	0	2361	39	1200	2400	0	0	0	0	51	0	1149
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.56	0.01	0.36	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Volume:			676	6			0					49
Crit Moves:			****	****								****

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Menlo Ave & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.068
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	15	Level Of Service:	A

Street Name:	Menlo Ave						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	7	11	13	8	4	3	34	2	1	36	5
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	2	7	12	14	8	4	3	36	2	1	38	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	7	12	14	8	4	3	36	2	1	38	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	7	12	14	8	4	3	36	2	1	38	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	7	12	14	8	4	3	36	2	1	38	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	7	12	14	8	4	3	36	2	1	38	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.10	0.35	0.55	0.52	0.32	0.16	0.08	0.87	0.05	0.02	0.86	0.12
Final Sat.:	120	420	660	624	384	192	92	1046	62	29	1029	143
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.04	0.04	0.04
Crit Volume:			21	14			3					44
Crit Moves:			****	****			****					****

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Hoover St & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Hoover St						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	19	965	0	0	452	25	37	0	29	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	20	1013	0	0	475	26	39	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1013	0	0	475	26	39	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1013	0	0	475	26	39	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1013	0	0	475	26	39	0	30	0	0	0
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1013	0	0	475	26	39	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	1.92	0.00	0.00	1.90	0.10	0.56	0.00	0.44	0.00	0.00	0.00
Final Sat.:	118	2882	0	0	2843	157	841	0	659	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.00	0.00	0.17	0.17	0.05	0.00	0.05	0.00	0.00	0.00
Crit Volume:		527			0				69	0		
Crit Moves:		****			****				****			

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Vermont Ave & Gage Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	Vermont Ave						Gage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	103	1069	235	106	600	64	97	717	64	80	735	132
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	108	1122	247	111	630	67	102	753	67	84	772	139
Added Vol:	0	21	0	7	16	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1143	247	118	646	67	102	753	67	84	772	150
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1143	0	118	646	67	102	753	67	84	772	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1143	0	118	646	67	102	753	67	84	772	150
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1143	0	118	646	67	102	753	67	84	772	150
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.84	0.16	1.00	1.68	0.32
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	2754	246	1500	2513	487
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.00	0.08	0.22	0.04	0.07	0.27	0.27	0.06	0.31	0.31
Crit Volume:		572			118			102				461
Crit Moves:		****			****			****				****

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Hoover St & Gage Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	D

Street Name:	Hoover St						Gage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	69	768	167	127	271	45	137	981	50	85	785	138
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	72	806	175	133	285	47	144	1030	53	89	824	145
Added Vol:	0	0	0	0	0	0	0	7	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	806	175	133	285	47	144	1037	53	89	835	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	806	175	133	285	47	144	1037	53	89	835	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	806	175	133	285	47	144	1037	53	89	835	145
PCE Adj:	2.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	806	175	533	285	47	144	1037	53	89	835	145
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.54	0.31	1.00	0.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	221	2312	467	1500	1336	164	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.33	0.35	0.38	0.09	0.21	0.29	0.10	0.35	0.04	0.06	0.28	0.10
Crit Volume:			563	133				519		89		
Crit Moves:			****	****				****		****		

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Vermont Ave & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	D

Street Name:	Vermont Ave						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	0 1	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	96	793	58	8	829	49	86	1246	119	42	1029	108
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	101	833	61	8	870	51	90	1308	125	44	1080	113
Added Vol:	12	18	17	0	17	0	0	31	12	17	68	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	851	78	8	887	51	90	1339	137	61	1148	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	851	78	8	887	51	90	1339	137	61	1148	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	851	78	8	887	51	90	1339	137	61	1148	114
PCE Adj:	1.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	851	78	34	887	51	90	1339	137	61	1148	114
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.02	1.88	0.10	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1500	3000	1500	27	2814	159	1500	3000	1500	1500	2728	272
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.05	0.31	0.32	0.32	0.06	0.45	0.09	0.04	0.42	0.42
Crit Volume:	113					486		670		61		
Crit Moves:	****					****		****		****		

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Menlo Ave & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Menlo Ave						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	9	0	38	0	0	0	0	1357	46	51	1210	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	9	0	40	0	0	0	0	1425	48	54	1271	0
Added Vol:	0	0	0	0	0	0	0	48	0	0	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	40	0	0	0	0	1473	48	54	1357	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	40	0	0	0	0	1473	48	54	1357	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	40	0	0	0	0	1473	48	54	1357	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	40	0	0	0	0	1473	48	54	1357	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.19	0.00	0.81	0.00	0.00	0.00	0.00	1.94	0.06	1.00	2.00	0.00
Final Sat.:	230	0	970	0	0	0	0	2324	76	1200	2400	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.63	0.63	0.04	0.57	0.00
Crit Volume:			49	0					761	54		
Crit Moves:			****						****	****		

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Hoover St & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	168	Level Of Service:	E

Street Name:	Hoover St						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	129	451	37	131	803	154	83	1205	97	25	978	140
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	135	474	39	138	843	162	87	1265	102	26	1027	147
Added Vol:	0	0	0	1	0	7	7	41	0	0	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	474	39	139	843	169	94	1306	102	26	1106	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	474	39	139	843	169	94	1306	102	26	1106	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	474	39	139	843	169	94	1306	102	26	1106	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	474	39	139	843	169	94	1306	102	26	1106	147
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.67	0.33	1.00	1.86	0.14	1.00	1.77	0.23
Final Sat.:	1500	2773	227	1500	2500	500	1500	2783	217	1500	2648	352
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.09	0.34	0.34	0.06	0.47	0.47	0.02	0.42	0.42
Crit Volume:	135					506			704	26		
Crit Moves:	****					****			****	****		

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Vermont Ave & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Vermont Ave						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	881	14	8	994	0	0	0	0	15	0	37
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	925	15	8	1044	0	0	0	0	16	0	39
Added Vol:	0	13	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	938	15	8	1056	0	0	0	0	16	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	938	15	8	1056	0	0	0	0	16	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	938	15	8	1056	0	0	0	0	16	0	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	938	15	8	1056	0	0	0	0	16	0	39
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	0.29	0.00	0.71
Final Sat.:	0	2363	37	1200	2400	0	0	0	0	346	0	854
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.01	0.44	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:	0				528		0					55
Crit Moves:	****				****							****

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Menlo Ave & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.110
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Menlo Ave						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	4	12	22	16	18	9	13	1	4	38	14
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	5	4	13	23	17	19	9	14	1	4	40	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	4	13	23	17	19	9	14	1	4	40	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	4	13	23	17	19	9	14	1	4	40	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	4	13	23	17	19	9	14	1	4	40	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	4	13	23	17	19	9	14	1	4	40	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.24	0.19	0.57	0.39	0.29	0.32	0.39	0.57	0.04	0.07	0.68	0.25
Final Sat.:	286	229	686	471	343	386	470	678	52	86	814	300
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.05	0.05	0.05	0.02	0.02	0.02	0.05	0.05	0.05
Crit Volume:	5			59			9			59		
Crit Moves:	****			****			****			****		

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Hoover St & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Hoover St						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	11	572	0	0	911	28	21	0	23	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	12	601	0	0	957	29	22	0	24	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	601	0	0	957	29	22	0	24	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	601	0	0	957	29	22	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	601	0	0	957	29	22	0	24	0	0	0
PCE Adj:	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	601	0	0	957	29	22	0	24	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	1.84	0.00	0.00	1.94	0.06	0.48	0.00	0.52	0.00	0.00	0.00
Final Sat.:	240	2760	0	0	2911	89	716	0	784	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.00	0.00	0.33	0.33	0.03	0.00	0.03	0.00	0.00	0.00
Crit Volume:	12				493				46	0		
Crit Moves:	****				****				****			

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Vermont Ave & Gage Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Vermont Ave						Gage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	852	114	118	946	97	60	739	103	145	788	78
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	77	895	120	124	993	102	63	776	108	152	827	82
Added Vol:	0	8	0	5	7	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	903	120	129	1000	102	63	776	108	152	827	87
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	903	0	129	1000	102	63	776	108	152	827	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	903	0	129	1000	102	63	776	108	152	827	87
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	903	0	129	1000	102	63	776	108	152	827	87
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.76	0.24	1.00	1.81	0.19
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	2633	367	1500	2715	285
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.00	0.09	0.33	0.07	0.04	0.29	0.29	0.10	0.30	0.30
Crit Volume:		451		129					442	152		
Crit Moves:		****		****					****	****		

LAUSD - South Los Angeles Area New High School #3
Area Project Conditions
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Hoover St & Gage Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	Hoover St						Gage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	62	405	99	137	685	158	68	810	86	117	875	126
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	65	425	104	144	719	166	71	851	90	123	919	132
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	425	104	144	719	166	71	856	90	123	924	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	425	104	144	719	166	71	856	90	123	924	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	425	104	144	719	166	71	856	90	123	924	132
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	425	104	288	719	166	71	856	90	123	924	132
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	1.41	0.26	0.33	1.39	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	489	2116	395	488	2088	424	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.26	0.30	0.34	0.39	0.05	0.29	0.06	0.08	0.31	0.09
Crit Volume:	65					586		428		123		
Crit Moves:	****					****		****		****		

APPENDIX E
Intersection Level of Service Worksheets
Future (2012) Growth and Area Projects and Project Conditions

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Vermont Ave & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.944
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Vermont Ave						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	0 1	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	101	1029	74	16	652	58	61	992	94	91	897	61
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	106	1080	78	17	685	61	64	1042	99	96	942	64
Added Vol:	87	75	46	14	38	1	2	176	24	34	38	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	1155	124	31	723	62	66	1218	123	130	980	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	1155	124	31	723	62	66	1218	123	130	980	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1155	124	31	723	62	66	1218	123	130	980	69
PCE Adj:	1.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	1155	124	185	723	62	66	1218	123	130	980	69
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.09	1.78	0.13	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1500	3000	1500	140	2669	192	1500	3000	1500	1500	2803	197
Capacity Analysis Module:												
Vol/Sat:	0.13	0.39	0.08	0.22	0.27	0.32	0.04	0.41	0.08	0.09	0.35	0.35
Crit Volume:	193					485		609		130		
Crit Moves:	****					****		****		****		

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Menlo Ave & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Menlo Ave						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	6	0	51	0	0	0	0	1078	8	21	1060	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	6	0	54	0	0	0	0	1132	8	22	1113	0
Added Vol:	0	0	71	0	0	0	0	236	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	125	0	0	0	0	1368	8	22	1191	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	125	0	0	0	0	1368	8	22	1191	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	125	0	0	0	0	1368	8	22	1191	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	125	0	0	0	0	1368	8	22	1191	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.05	0.00	0.95	0.00	0.00	0.00	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	58	0	1142	0	0	0	0	2385	15	1200	2400	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.57	0.57	0.02	0.50	0.00
Crit Volume:			131	0				688		22		
Crit Moves:			****					****		****		

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Hoover St & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hoover St						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	59	838	38	140	411	147	122	924	79	49	881	63
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	62	880	40	147	432	154	128	970	83	51	925	66
Added Vol:	0	0	0	1	66	15	30	139	139	107	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	880	40	148	498	169	158	1109	222	158	988	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	880	40	148	498	169	158	1109	222	158	988	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	880	40	148	498	169	158	1109	222	158	988	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	880	40	148	498	169	158	1109	222	158	988	66
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.49	0.51	1.00	1.67	0.33	1.00	1.87	0.13
Final Sat.:	1500	2870	130	1500	2238	762	1500	2500	500	1500	2812	188
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.10	0.22	0.22	0.11	0.44	0.44	0.11	0.35	0.35
Crit Volume:	460			148			666			158		
Crit Moves:	****			****			****			****		

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Vermont Ave & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Vermont Ave						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1236	21	6	790	0	0	0	0	2	0	45
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1298	22	6	830	0	0	0	0	2	0	47
Added Vol:	0	42	0	0	24	0	0	0	0	31	0	122
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1340	22	6	854	0	0	0	0	33	0	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1340	22	6	854	0	0	0	0	33	0	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1340	22	6	854	0	0	0	0	33	0	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1340	22	6	854	0	0	0	0	33	0	169
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	0.16	0.00	0.84
Final Sat.:	0	2361	39	1200	2400	0	0	0	0	196	0	1004
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.57	0.01	0.36	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Volume:		681			6			0				202
Crit Moves:		****			****							****

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Menlo Ave & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.272
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Menlo Ave						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	7	11	13	8	4	3	34	2	1	36	5
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	2	7	12	14	8	4	3	36	2	1	38	5
Added Vol:	0	0	0	0	0	0	0	0	0	20	153	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	7	12	14	8	4	3	36	2	21	191	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	7	12	14	8	4	3	36	2	21	191	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	7	12	14	8	4	3	36	2	21	191	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	7	12	14	8	4	3	36	2	21	191	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.10	0.35	0.55	0.52	0.32	0.16	0.08	0.87	0.05	0.07	0.67	0.26
Final Sat.:	120	420	660	624	384	192	92	1046	62	88	795	318
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.24	0.24	0.24
Crit Volume:			21	14			3				288	
Crit Moves:			****	****			****				****	

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Hoover St & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Hoover St						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	19	965	0	0	452	25	37	0	29	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	20	1013	0	0	475	26	39	0	30	0	0	0
Added Vol:	66	0	0	0	17	239	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	1013	0	0	492	265	39	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1013	0	0	492	265	39	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1013	0	0	492	265	39	0	30	0	0	0
PCE Adj:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	1013	0	0	492	265	39	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	1.66	0.00	0.00	1.30	0.70	0.56	0.00	0.44	0.00	0.00	0.00
Final Sat.:	509	2491	0	0	1949	1051	841	0	659	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.41	0.00	0.00	0.25	0.25	0.05	0.00	0.05	0.00	0.00	0.00
Crit Volume:		610			0				69	0		
Crit Moves:		****			****				****			

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Vermont Ave & Gage Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Vermont Ave						Gage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	103	1069	235	106	600	64	97	717	64	80	735	132
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	108	1122	247	111	630	67	102	753	67	84	772	139
Added Vol:	0	37	7	7	27	20	13	13	0	8	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1159	254	118	657	87	115	766	67	92	772	150
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1159	0	118	657	87	115	766	67	92	772	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1159	0	118	657	87	115	766	67	92	772	150
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1159	0	118	657	87	115	766	67	92	772	150
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.84	0.16	1.00	1.68	0.32
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	2758	242	1500	2513	487
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.00	0.08	0.22	0.06	0.08	0.28	0.28	0.06	0.31	0.31
Crit Volume:		580			118			115				461
Crit Moves:		****			****			****				****

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Hoover St & Gage Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	D

Street Name:	Hoover St						Gage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	69	768	167	127	271	45	137	981	50	85	785	138
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	72	806	175	133	285	47	144	1030	53	89	824	145
Added Vol:	0	13	0	19	10	8	20	7	0	0	11	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	819	175	152	295	55	164	1037	53	89	835	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	819	175	152	295	55	164	1037	53	89	835	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	819	175	152	295	55	164	1037	53	89	835	158
PCE Adj:	2.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	819	175	609	295	55	164	1037	53	89	835	158
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.55	0.31	1.00	0.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	218	2320	462	1500	1327	173	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.33	0.35	0.38	0.10	0.22	0.32	0.11	0.35	0.04	0.06	0.28	0.11
Crit Volume:			570	152				519		89		
Crit Moves:			****	****				****		****		

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Vermont Ave & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Vermont Ave						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	0 1	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	96	793	58	8	829	49	86	1246	119	42	1029	108
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	101	833	61	8	870	51	90	1308	125	44	1080	113
Added Vol:	40	34	34	11	17	0	0	99	12	17	68	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	867	95	19	887	51	90	1407	137	61	1148	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	867	95	19	887	51	90	1407	137	61	1148	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	867	95	19	887	51	90	1407	137	61	1148	114
PCE Adj:	1.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	867	95	78	887	51	90	1407	137	61	1148	114
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.04	1.86	0.10	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1500	3000	1500	65	2783	152	1500	3000	1500	1500	2728	272
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.06	0.30	0.32	0.34	0.06	0.47	0.09	0.04	0.42	0.42
Crit Volume:	141					508		704		61		
Crit Moves:	****					****		****		****		

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Menlo Ave & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Menlo Ave						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	9	0	38	0	0	0	0	1357	46	51	1210	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	9	0	40	0	0	0	0	1425	48	54	1271	0
Added Vol:	0	0	29	0	0	0	0	143	0	0	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	69	0	0	0	0	1568	48	54	1357	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	69	0	0	0	0	1568	48	54	1357	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	69	0	0	0	0	1568	48	54	1357	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	69	0	0	0	0	1568	48	54	1357	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.12	0.00	0.88	0.00	0.00	0.00	0.00	1.94	0.06	1.00	2.00	0.00
Final Sat.:	145	0	1055	0	0	0	0	2328	72	1200	2400	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.67	0.67	0.04	0.57	0.00
Crit Volume:			78	0				808		54		
Crit Moves:			****					****		****		

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Hoover St & Slauson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.022
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hoover St						Slauson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	129	451	37	131	803	154	83	1205	97	25	978	140
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	135	474	39	138	843	162	87	1265	102	26	1027	147
Added Vol:	0	0	0	1	49	7	15	57	99	79	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	474	39	139	892	169	102	1322	201	105	1106	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	474	39	139	892	169	102	1322	201	105	1106	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	474	39	139	892	169	102	1322	201	105	1106	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	474	39	139	892	169	102	1322	201	105	1106	147
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.68	0.32	1.00	1.74	0.26	1.00	1.77	0.23
Final Sat.:	1500	2773	227	1500	2523	477	1500	2604	396	1500	2648	352
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.09	0.35	0.35	0.07	0.51	0.51	0.07	0.42	0.42
Crit Volume:	135					530			762	105		
Crit Moves:	****					****			****	****		

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Vermont Ave & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Vermont Ave						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	881	14	8	994	0	0	0	0	15	0	37
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	925	15	8	1044	0	0	0	0	16	0	39
Added Vol:	0	20	0	0	12	0	0	0	0	12	0	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	945	15	8	1056	0	0	0	0	28	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	945	15	8	1056	0	0	0	0	28	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	945	15	8	1056	0	0	0	0	28	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	945	15	8	1056	0	0	0	0	28	0	88
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	0.24	0.00	0.76
Final Sat.:	0	2363	37	1200	2400	0	0	0	0	288	0	912
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.01	0.44	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Volume:	0				528		0					116
Crit Moves:	****				****							****

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Menlo Ave & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.192
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Menlo Ave						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	4	12	22	16	18	9	13	1	4	38	14
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	5	4	13	23	17	19	9	14	1	4	40	15
Added Vol:	0	0	0	0	0	0	0	0	0	8	61	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	4	13	23	17	19	9	14	1	12	101	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	4	13	23	17	19	9	14	1	12	101	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	4	13	23	17	19	9	14	1	12	101	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	4	13	23	17	19	9	14	1	12	101	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.24	0.19	0.57	0.39	0.29	0.32	0.39	0.57	0.04	0.08	0.64	0.28
Final Sat.:	286	229	686	471	343	386	470	678	52	93	772	334
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.05	0.05	0.05	0.02	0.02	0.02	0.13	0.13	0.13
Crit Volume:	5			59			9			157		
Crit Moves:	****			****			****			****		

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Hoover St & 60th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.456
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Hoover St						60th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	11	572	0	0	911	28	21	0	23	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	12	601	0	0	957	29	22	0	24	0	0	0
Added Vol:	49	0	0	0	7	163	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	601	0	0	964	192	22	0	24	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	601	0	0	964	192	22	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	601	0	0	964	192	22	0	24	0	0	0
PCE Adj:	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	601	0	0	964	192	22	0	24	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.67	0.33	0.48	0.00	0.52	0.00	0.00	0.00
Final Sat.:	1500	1500	0	0	2501	499	716	0	784	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.00	0.00	0.39	0.39	0.03	0.00	0.03	0.00	0.00	0.00
Crit Volume:	61				578				46	0		
Crit Moves:	****				****				****			

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Vermont Ave & Gage Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Vermont Ave						Gage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	852	114	118	946	97	60	739	103	145	788	78
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	77	895	120	124	993	102	63	776	108	152	827	82
Added Vol:	0	20	5	5	12	8	10	10	0	3	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	915	125	129	1005	110	73	786	108	155	827	87
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	915	0	129	1005	110	73	786	108	155	827	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	915	0	129	1005	110	73	786	108	155	827	87
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	915	0	129	1005	110	73	786	108	155	827	87
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.76	0.24	1.00	1.81	0.19
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	2637	363	1500	2715	285
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.00	0.09	0.34	0.07	0.05	0.30	0.30	0.10	0.30	0.30
Crit Volume:		457		129					447	155		
Crit Moves:		****		****					****	****		

LAUSD - South Los Angeles Area New High School #3
Future With Project Conditions
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Hoover St & Gage Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	Hoover St						Gage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	62	405	99	137	685	158	68	810	86	117	875	126
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	65	425	104	144	719	166	71	851	90	123	919	132
Added Vol:	0	10	0	8	4	3	15	5	0	0	5	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	435	104	152	723	169	86	856	90	123	924	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	435	104	152	723	169	86	856	90	123	924	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	435	104	152	723	169	86	856	90	123	924	142
PCE Adj:	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	435	104	304	723	169	86	856	90	123	924	142
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	1.42	0.26	0.34	1.38	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	478	2132	390	511	2066	424	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.27	0.30	0.35	0.40	0.06	0.29	0.06	0.08	0.31	0.09
Crit Volume:	65					598		428		123		
Crit Moves:	****					****		****		****		

APPENDIX F
Project Memorandum of Understanding

SCOPING FOR TRAFFIC STUDY
LAUSD South Los Angeles Area New High School #3
April 20, 2007 [v6]

This Memorandum of Understanding (MOU) acknowledges Los Angeles Department of Transportation (LADOT) requirements of traffic impact analysis for the following project.

Project Name: Los Angeles Unified School District – South Los Angeles Area New High School #3

Project Address: Northwest corner of Hoover St. /60th St intersection. The proposed project site is bounded by existing commercial businesses along Slauson Avenue on the north, 60th Street on the south, Hoover Street on the east, and Menlo Avenue on the west.

Project Description: The Los Angeles Unified School District would develop South Los Angeles Area New High School (SLAANHS) #3 on the Project site, providing on completion 2,025 student seats for 9th to 12th grades. Staff and faculty members would total 180 persons. Facilities would include 75 classrooms and related space on 15.26 acres. Athletic facilities would include a sports stadium of 1,500 seats. A Monday-Thursday evening adult school program would utilize up to 15 classrooms for as many as 450 students.

The student loading and unloading zone for parent vehicles would be located along the northern curb of 60th street, and school bus loading would occur along the eastern curb of Menlo Avenue near the southwest corner of the site. The main entrance/exit for the parking structure would be located at a driveway on the south side of the remaining stub of 58th Place (near northeast corner of site). An additional exit would be provided at the south end of the parking structure, connecting to Hoover Street at 59th Street. Utility/service vehicle access would be provided on Hoover Street.

Three roadways between Menlo Avenue and Hoover Street – 58th Place, 59th Street, and 59th Place - would be vacated to assemble the project site. A portion of 58th Place would remain near its intersection with Hoover Street, to provide access to the existing commercial alley along the south side of the Slauson Avenue commercial parcels.

A previous project under the same name was analyzed for a smaller site at this location, (traffic impact study report dated July 22, 2005). A new traffic impact analysis for the revised project would replace this previous submittal.

The revised Project site is provided as Attachment A.

Trip Distribution: Determined based on the location of the existing school facility to be relieved. The Project would provide seats to relieve overcrowding at Manual Arts High School. The overall distribution figure is provided as Attachment B.

Primary distribution:

North: 50%	East: 10%
South: 10%	West: 30%

Trip Generation Rate(s) (Source): Memorandum of Cooperation between LADOT and LAUSD (06/05), and ITE *Trip Generation (7th Edition)* for existing uses and proposed school. AM peak-hour MOC rates would be utilized for the school use, and PM peak-hour ITE rates would be utilized for the p.m. school use (departing faculty, after school programs). First-generation survey rates would be utilized for the playing field/community use. Rate and calculation details are provided in Attachments C1 (weekday) and C2 (Friday evening).

Proposed Land Use: Public high school of 2,025 enrolled students and a 1,500-seat sports stadium.

Existing Land Use(s): Project site would be assembled from a vacation of three roadways between Menlo Avenue and Hoover Street. Existing site uses to be removed to accommodate project construction include 31 single-family residential units, 81 multi-family residential units, 4,552 square feet of commercial retail space, and 4,730 square feet of light industrial space.

Project Build-out Year: 2011 **Ambient or CMP Growth Rate:** 1%

Area Projects: List would be created from information provided from LADOT database.

Study Intersections (Study area intersections are included in Attachment B figure):

1. Vermont Ave./Slauson Ave.
2. Menlo Ave./Slauson Ave.
3. Hoover St,/Slauson Ave.
4. Vermont Ave./60th St.
5. Menlo Ave./60th St.
6. Hoover St./60th St.
7. Vermont Ave./Gage Ave.
8. Hoover St./Gage Ave.

Study Residential Streets: (Locations included in Attachment B figure):

1. 60th Street, betw. Menlo Avenue and Vermont Avenue
2. 60th Street, betw. Menlo Avenue & Hoover Street
3. Menlo Avenue, betw. 58th Place & 59th Street
4. 58th Place, betw. Menlo Avenue & Hoover Street
5. 59th Street betw. Menlo Avenue & Hoover Street
6. 59th Place betw. Menlo Avenue & Hoover Street

Intersection counts would be conducted from 6:30 a.m. to 8:30 a.m. and from 4:00 p.m. to 6:00 p.m. Roadway counts would be conducted over two consecutive weekdays. Roadway counts would be conducted for all east-west facilities to be vacated. Expected changes in thru traffic patterns would be included in the post-project analysis.

Trip Credits: (Exact amount of credit subject to approval by LADOT)

Transportation Demand Management (TDM)	~~yes~~	**no**	
Existing Active Land Use		**yes**	~~no~~
Previous Land Use		~~yes~~	**no**
Internal Trip		~~yes~~	**no**
Pass-By Trip		~~yes~~	**no**

Adjacent Unsignalized Intersection and Railroad Crossing Analysis:

The following potential major pedestrian crossing locations would be analyzed utilizing pedestrian volume counts and two-year pedestrian-related accident history data. Signal warrant analyses would also be conducted at these locations per City of Los Angeles guidelines. New control would be warranted by either pedestrian volumes or vehicle volumes. It is understood that smart crosswalks are no longer accepted as pedestrian-related mitigation by LADOT.

- Menlo Avenue/Slauson Avenue (intx. #2)
- Vermont Avenue/60th Street (intx. #5)
- Menlo Avenue /60th Street (intx. #6)

Analysis of significant traffic impacts, pedestrian volumes and related warrants, and accident history data, would be conducted per LADOT traffic study guidelines, the Memorandum of Cooperation (MOC) between LAUSD and LADOT, LAUSD policy on school traffic studies, and LADOT policy on pedestrian control warrant calculations.

Potential temporary impacts of sports stadium traffic would be evaluated, but physical mitigation measures would not be recommended due to the short-term nature of such impacts.

At-grade railroad crossings on the north side of Slauson Avenue – at Vermont Avenue, Hoover Street, and Figueroa Street – would be reviewed for general safety issues. Pedestrian safety issues regarding the railroad right-of-way along Slauson Avenue within the study area would also be examined (need for barriers or fencing).

On-Street Parking Analysis:

An on-street parking study would be conducted that encompasses roadways within approximately ¼-mile of the main school entrance on Menlo Avenue. Data would be collected in a single survey pass during the morning between 7:00 a.m. and 8:00 a.m. Surveys would be scheduled for days without trash pick-up and street cleaning restrictions.

Off-street parking provisions for the proposed site would be considered in relation to on-site parking supply and potential overflow. Parking demand would be calculated based on data collected for the high school to be relieved (Manual Arts Senior High School) – off-street and overflow parking demand would be calculated and rates would be defined.

Demand for on-street parking in the vicinity of the proposed school site would be calculated based on these defined rates, the provided off-street supply, and the overall calculated demand based on the proposed number of students.

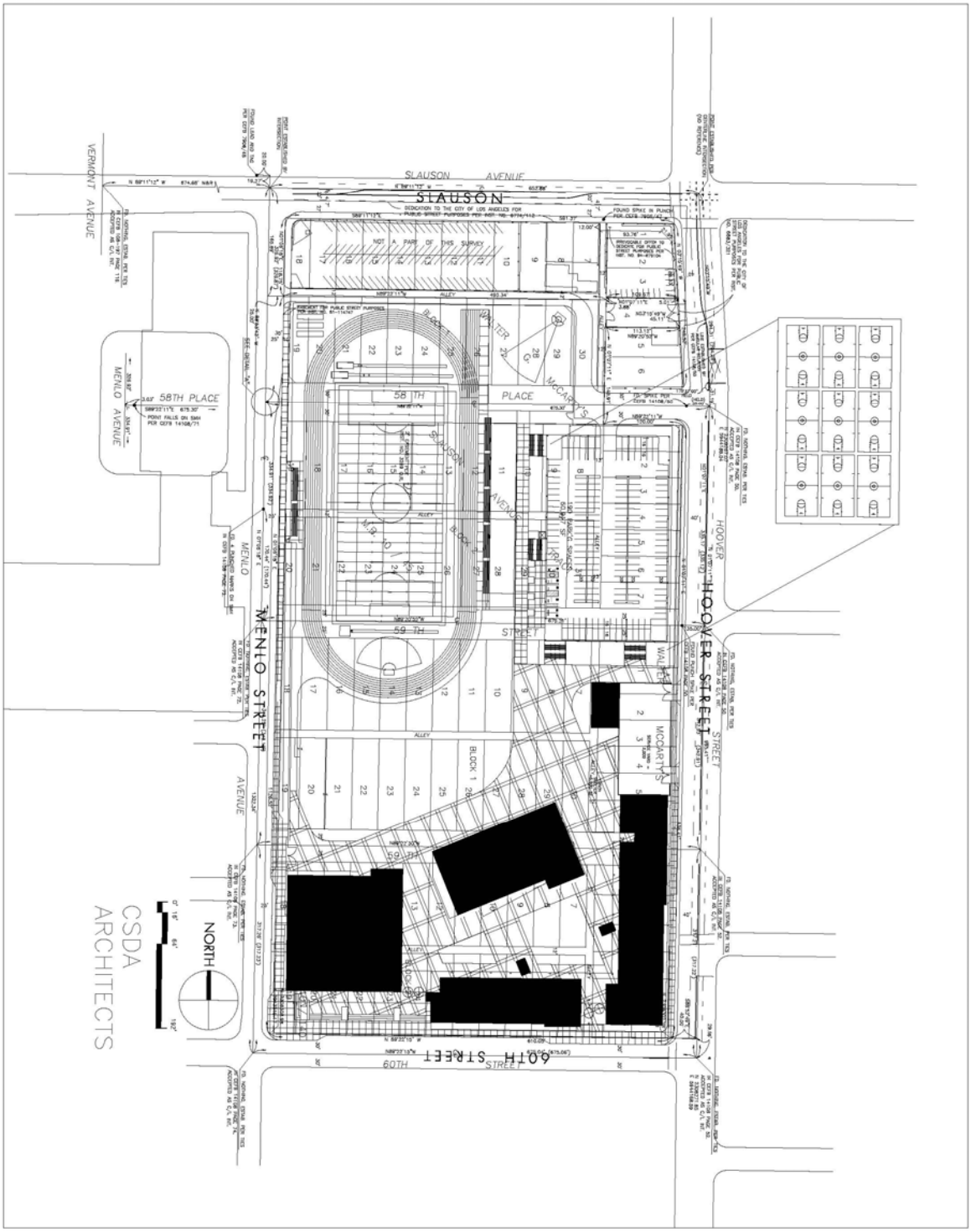
This analysis must follow LADOT traffic study guidelines dated December 2005.

	Consultant:	**Developer:**
Name	Katz, Okitsu & Associates	L.A. Unified School District
Address	1055 Corporate Center Dr., Suite 300 Monterey Park, CA 91754-7642	Office of Environmental Health & Safety 1055 W. 7th St., 9th Floor Los Angeles, California 90017
Contact:	Brian Marchetti: (323) 260-4703	Gwenn Godek (213) 893-7408

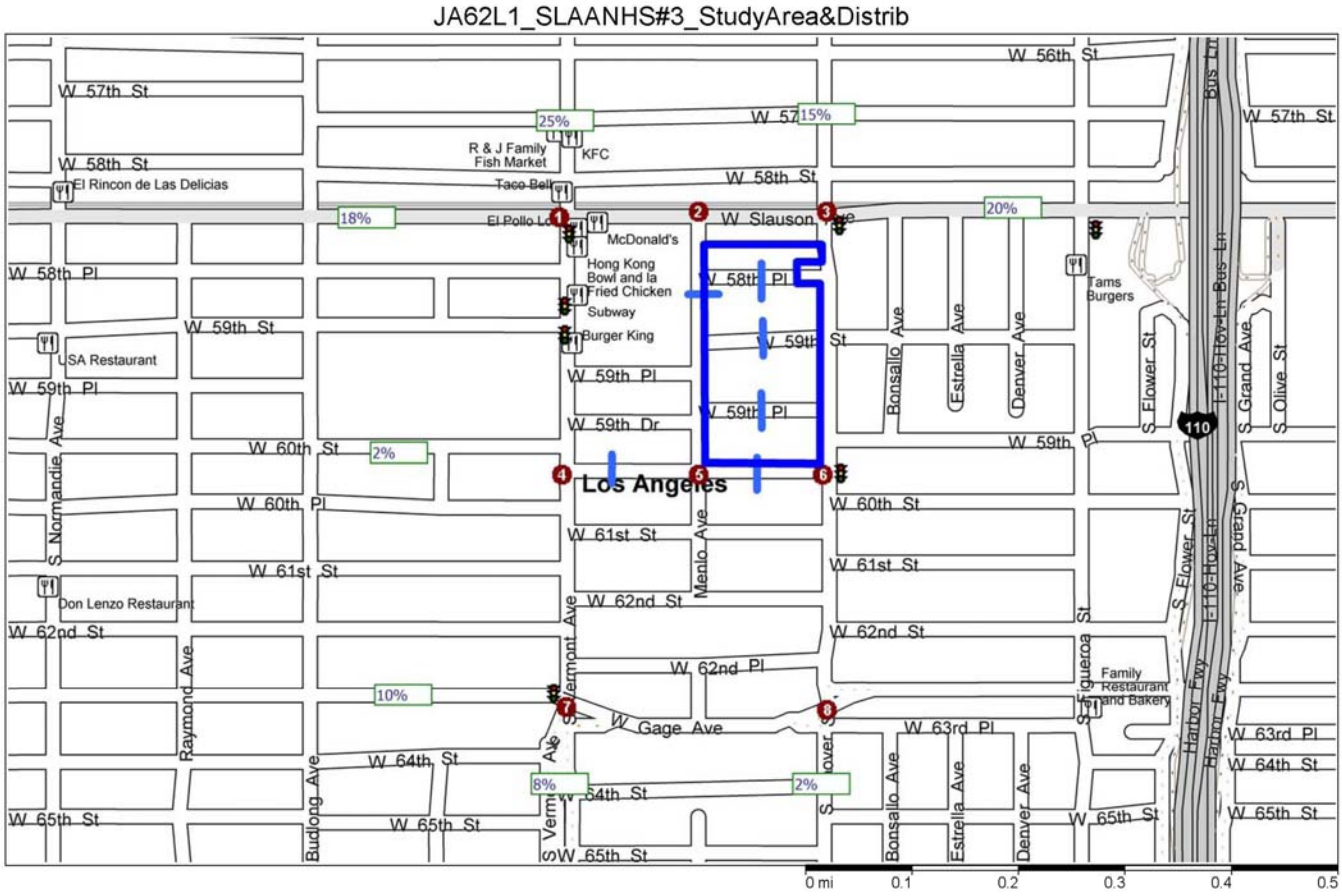
Approved by:

Consultant's Representative Katz, Okitsu & Associates	20 Apr 07 Date	LADOT's Representative	4/24/07 Date

ATTACHMENT A
PROJECT SITE PLAN



ATTACHMENT B
PROJECT STUDY AREA & DISTRIBUTION



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ATTACHMENT C1
PROJECT TRIP GENERATION – STANDARD WEEKDAY

LAUSD School Project - South Los Angeles Area New High School #3 (II)
Project Trip Generation - February, 2007

TRIP GENERATION RATES								
Land Use	Units	**Weekday AM Total**	Weekday AM IN	Weekday AM OUT	**Weekday PM Total**	Weekday PM IN	Weekday PM OUT
High School *	student	0.39	0.21	0.18	0.14	0.07	0.07
Adult School **	student	no a.m. operation			1 car per student, 45.5% driving		
Adult School **	staff	no a.m. operation			1 car per staff, 100% driving		
Single-Family Residential	1,000 sq.ft.	0.75	0.19	0.56	1.01	0.64	0.37
Multi-Family Residential	1,000 sq.ft.	0.51	0.10	0.41	0.62	0.40	0.22
Commercial Retail	1,000 sq.ft.	no a.m. operation			2.71	1.19	1.52
Light Industrial	1,000 sq.ft.	0.92	0.81	0.11	0.98	0.12	0.86

EXISTING USES (TRIP CREDITS)								
Land Use	Intensity	Units	**Weekday AM Total**	Weekday AM IN	Weekday AM OUT	**Weekday PM Total**	Weekday PM IN	Weekday PM OUT
Single-Family Residential	31	units	-23	-6	-17	-31	-20	-12
Multi-Family Residential	81	units	-41	-8	-33	-50	-33	-18
Specialty Retail	4.552	1,000 sq.ft.	0	0	0	-12	-5	-7
Light Industrial	4.730	1,000 sq.ft.	-4	-4	-1	-5	-1	-4

FORECAST TRIP GENERATION								
Land Use	Intensity	Units	**Weekday AM Total**	Weekday AM IN	Weekday AM OUT	**Weekday PM Total**	Weekday PM IN	Weekday PM OUT
High School	2,025	students	790	425	365	284	133	150
Adult School #	450	students	0	0	0	227	211	16
	15	staff	0	0	0	15	15	0
TOTALS:			**721**	407	314	**427**	301	126

** AM rates for high school taken from Memorandum of Cooperation (MOC), City of Los Angeles/LAUSD, June 2005; PM rates for high school taken from ITE Trip Generation. Student rates for the high school use provide total trips for students, staff, visitors, and other trips.*

*** The adult school would only operate during the p.m. peak. Rates taken from survey results of Parking Demand Study at LAUSD Skills Center, conducted by Walker Parking Consultants, May 2004. Ratios of driving students and staff taken from study. Student out rate determined by "drop-off" category of survey - drop-off vehicles would depart the site during the same peak-hour. Visitor trips were assumed to be equivalent to Skills Center facility.*

 # For purposes of p.m. trip generation for adult school staff, 15 staff members were assumed to be traveling to the site in the p.m. peak hour. Support staff would arrive before the peak hour and are therefore not included in this total.

ATTACHMENT C2
PROJECT TRIP GENERATION – FRIDAY EVENING

Friday PM Peak Hour

TRIP GENERATION RATES - PROPOSED SCHOOL USE

Land Use	Basis	ITE Rates *		
		PM Total	PM IN	PM OUT
High School *	students	0.14	0.07	0.07
Football Stadium **	spectators	85% driving, three per car		
	staff	1 car per staff, 100% driving		
Single-Family Residential	1,000 sq.ft.	1.01	0.64	0.37
Multi-Family Residential	1,000 sq.ft.	0.62	0.40	0.22
Commercial Retail	1,000 sq.ft.	2.71	1.19	1.52
Light Industrial	1,000 sq.ft.	0.98	0.12	0.86

TRIP GENERATION RATES - PROPOSED SCHOOL USE

Land Use	Intensity	Units	ITE Rates *		
			PM Total	PM IN	PM OUT
Single-Family Residential	31	units	-31	-20	-12
Multi-Family Residential	81	units	-50	-33	-18
Specialty Retail	4.552	1,000 sq.ft.	-12	-5	-7
Light Industrial	4.730	1,000 sq.ft.	-5	-1	-4

GROSS TRIP GENERATION PROPOSED SCHOOL USE

Land Use	Size	Basis	PM Total	PM IN	PM OUT
High School *	2,025	students	284	133	150
Football Stadium #	1,500	spectators	425	425	0
	40	staff	25	25	0
TOTAL TRIP GENERATION:			635	525	110

** AM rates for high school taken from Memorandum of Cooperation (MOC), City of Los Angeles/LAUSD, June 2005; PM rates for high school taken from ITE Trip Generation. Student rates for the high school use provide total trips for students, staff, visitors, and other trips.*

*** The worst-case trip generation period for the proposed football stadium would be Friday evenings, when varsity games would take place. The adult education program was exluded from Friday analysis, as it would operate Mondays thru Thursdays.*

 # For purposes of p.m. trip generation for the football stadium, it was assumed that 40 staff members & security personnel would be present. It was also assumed that half of this personnel would arrive before the peak hour.

APPENDIX G
LAUSD Traffic and Pedestrian Safety requirements

Los Angeles Unified School District
Office of Environmental Health and Safety

Traffic and Pedestrian Safety Requirements for New Schools

The purpose of this document is to identify performance requirements for the selection and design of school sites to minimize potential pedestrian safety risks to students, staff, and visitors at LAUSD schools. Exceptions to these requirements can be made if supported by traffic/safety evaluations and approved by OEHS.

Site Selection Considerations

a) In considering proposed school sites, priority should be given to those sites' ability to accommodate onsite bus and passenger loading.

b) Proposed school sites should have multiple points of egress to facilitate offsite evacuation in the event of an emergency.

Bus and Passenger Loading Areas

a) The passenger loading area shall be located so as to not impede traffic flow. When feasible, the passenger loading area shall be located off "major streets." A major street is defined as a street designated "Major" or "Secondary" by the City and which has a 90-foot or greater right-of-way.

   1. When the placement of a passenger loading area along a "major street" is unavoidable, an interior onsite loading area is required.

   2. When the placement of a passenger loading area is on a "non-major street," a minimum 8-foot wide curb cut is required for the loading of passengers. A curb cut may not be required if the total width of the street is greater than 44 feet (curb-to-curb). The determination of whether a curb cut is required will be made by OEHS.

b) A minimum 8-foot wide sidewalk shall be provided along designated loading areas.

c) School access driveways and passenger loading areas shall be separated by a minimum distance of 60 feet to minimize passenger loading activities that may impede the flow of traffic and circulation into and out of school access driveways.

d) Bus loading areas shall not overlap with car loading areas.

e) When feasible, bus loading areas shall not be located along the main school entrance in order to minimize the potential for buses to impede car loading activities.

f) All passenger loading areas shall be clearly designated with the use of signage, curb paints, etc.

g) If parking spaces are provided for use by staff and visitors, they shall not be located in a manner such that vehicles can back into the passenger loading areas. Island fencing or curbs may be used to separate parking areas from loading areas.

Vehicle Access

a) Vehicle exits shall be provided with "Right Turn Only" controls if left turns would potentially create safety hazards or traffic congestion.

b) Where feasible, driveways and service roads shall be aligned with opposing streets to form four-way intersections with sufficient traffic controls.

c) Delivery vehicles access ways should be designed to minimize crossing over playground or field areas or interfering with loading areas.

d) Designated trash pickup areas shall be fenced or otherwise isolated and away from pedestrian traffic.

Pedestrian Routes to School

a) "Pedestrian Routes to School" maps shall be prepared by the appropriate City entity and distributed by LAUSD to parents and students prior to the opening of new schools.

b) School traffic studies shall identify measures to ensure separation between pedestrians and vehicles along potential pedestrian routes, such as the need for sidewalks, crosswalks, bike paths, crossing guards, pedestrian and traffic signals, stop signs, warning signs, and other pedestrian access measures.

APPENDIX H
LADOT Policies and Procedures for Pedestrian Control

	MANUAL OF POLICIES AND PROCEDURES	SECTION NO. 354
Department of Transportation	SUBJECT SMART PEDESTRIAN WARNING DEVICES	DATE 12/2004 DIST. / ORIGINATOR PAGE 1 of 4

1. Purpose

   This section establishes Department guidelines to be used in determining the need for Smart Pedestrian Warning Devices at uncontrolled intersection approaches. Smart Pedestrian Warning Devices are to be installed as per the latest version of S-55.0.

2. General

   Smart Pedestrian Warning Devices utilize state-of-the-art technology to provide credible warnings to motorists of the presence of crossing pedestrians. Due to the associated costs, locations for these devices are selected using the Guidelines for Authorization, so as to identify those with the greatest indicators of need.

3. Guidelines for Authorization

   In order for a Smart Pedestrian Warning Device to be authorized, a location shall meet all of the conditions listed under Guideline 1 and rate 20 points or more out of a total of 46 points under Guideline 2. However, if a Smart Pedestrian Warning Device is justified but is on a route with a coordinated signal system and traffic signals are within 600 feet upstream and downstream of the location, then traffic signal control shall be authorized, instead.

   1. Minimum Requirements

      a. A marked crosswalk does or would meet the current requirements for authorization per Section 344 of the MPP; and
      b. The marked crosswalk is not or would not be located within 200 feet of a railroad crossing, or 300 feet of any other flashing yellow warning beacon; and
      c. The average daily traffic (ADT) volume exceeds 10,000; and
      d. The width of the roadway to be crossed is at least 40 feet.

   2. Indicators of Need

      The following point system gives weighted significance to indicators of need. The points are to be assigned as follows:

Factor 1: Pedestrian Volume Crossing The Street Being Considered For Smart Pedestrian Warning Device (Maximum 8 points)

Utilize the column that yields the highest point value Pedestrian units per hour (both legs) *			Points
Peak Ped. Hour	For each of any two hours	For each of any four hours	
≤ 30	≤ 20	≤ 15	0
31-45	21-30	16-20	1
46-60	31-40	21-25	2
61-75	41-50	26-30	3
76-90	51-60	31-35	4
91-105	61-70	36-40	5
106-120	71-80	41-45	6
121-135	81-90	46-50	7
136 and above	91 or more	51 or more	8

* Children who appear to be under 13 years, parents with strollers, elderly who appear to be over 64 years and disabled persons count as two pedestrian units.

Factor 2: Conflicting Vehicular Traffic Volume Corresponding To One Of The Hours Selected In Factor 1 (Maximum 8 points)

Vehicles per hour	Points
≤ 600	0
601 - 800	1
801 - 1000	2
1001 - 1200	3
1201 - 1400	4
1401 - 1600	5
1601 - 1800	6
1801 - 2000	7
2001 and above	8

Factor 3: 85th Percentile Approach Speed (Maximum 6 points)

85th Percentile Speed (MPH) on the Faster Approach*	Points
≤30.0	0
30.1 - 32.0	1
32.1 - 34.0	2
34.1 - 36.0	3
36.1 - 38.0	4
38.1 - 40.0	5
40.1 and above	6

*Where the measured 85th percentile speed is not available use a value of 5 mph above the posted or prima facie speed limit.

Factor 4: Street Width Exposed To Through Lanes (Maximum 6 points)

Street Width Minus Widths for Islands, Left-Turn Pockets and All-Day Parking (at 8 feet)

(Lanes)	Points
Less Than 30 Feet	0
30 to 34 feet	1
35 to 39 feet	2
40 to 44 feet	3
45 to 49 feet	4
50 to 54 feet	5
55 feet and above	6

Factor 5: Pedestrian Collision Experience (Maximum 10 points)

Utilize Pedestrian Collision Column with the Higher Point Value

Recent 12 Months		Most Recent Three Years	Points
1	or	2	4
2	or	3	8
3	or	4 or more	10

Factor 6: Special Facilities (Maximum 4 points)

Two points are provided for each case where the crosswalk is within one block of any of the following:

a. Transit via a transit stop.
b. A school via a designated school crossing.
c. A government office with a public counter or meeting room.
4. A senior citizen center.
5. A recreation center or playground used by senior citizens and/or children.
f. A public library.
g. A medical center or clinic.
8. A day care or child care facility.
i. A post office.
10. A church or institutional place of worship.

Factor 7: Restricted Visibility (Maximum 4 points)

The relocation of the crosswalk to a more visible location or the addition of red curb should be thoroughly considered as a remedial action. However, when enhanced visibility cannot be achieved by crosswalk relocation or the addition of red curb, due to geometric restrictions, and removal of the crosswalk is not feasible, four (4) points are to be provided.

Appendix G Draft SEIR Distribution List/Public Notice of the Draft SEIR

LAUSD SLAHS No. 3
EIR Distribution List

Terry Roberts
State Clearinghouse **(15 COPIES)**
Office of Planning & Research (OPR)
1400 Tenth Street, Rm. 222
Sacramento, CA 95814

Gwenn Godek, CEQA PM **(25 COPIES)**
LAUSD OEHS
1055 W. Seventh St., 9th Floor
Los Angeles, CA 90017

Yvonne Braithwaite-Burke
LA County Supervisor
866 Kenneth Hahn Hall of Administration
500 W. Temple Street
Los Angeles, CA 90012

Carol Truscott, Superintendent
Local District 7
10616 S. Western Ave.
Los Angeles, CA 90047

Manual Arts High School
4131 S. Vermont Avenue
Los Angeles, CA 90037

Muir Middle School
5929 S. Vermont Avenue
Los Angeles, CA 90044

John Muir Library
1005 W. 64th Street
Los Angeles, CA 90044

Registrar-Recorder **(In-person)**
Los Angeles County Clerk
Environmental Filing
12400 E. Imperial Hwy. Room 2001
Norwalk, CA 90650

Impact Analysis
Department of Regional Planning
Hall of Records, 13th Floor
320 West Temple Street
Los Angeles, CA 90012

California Division of State Architect
LA Basin Regional Office
700 N. Alameda
Los Angeles, CA 90012

Manuel I. Valle
Regional Park Superintendent
Dept. of Parks and Recreation
7600 Graham Ave.
Los Angeles, CA 90001

Mr. Douglas R. Failing
District Director
CalTrans, District 7
100 S. Main Street
Los Angeles, CA 90012

Union Pacific Railroad
Attn: Environmental Management
1400 Douglas Street
Omaha, NE 68179

Ken Chung
Metropolitan Water District of So. Cal.
700 North Alameda Street
Los Angeles, CA 90012

CA Office of Public School Construction
T.J. Rapozo, Project Manager
1130 K Street, Suite 400
Sacramento, CA 95814

Augustine Anijielo, Permitting
California Water Quality Control Board
Los Angeles Region
320 West 4th Street, Suite 200
Los Angeles, CA 90013

Pauline Lewicki
LA Community Redevelopment Agency
354 South Spring Street, Suite 806
Los Angeles, CA 90013

Linda Murchison, Chief
Planning & Technical Support Division
California Air Resources Board
1001 I Street
Sacramento, CA 95812

Andre Adelman, P.E., General Manger
City of LA
Department of Building and Safety
201 N. Figueroa Street, Suite 1000
Los Angeles, CA 90012

Dr. Ara Kasparian
City of LA Bureau of Engineering
1149 S. Broadway
Los Angeles, CA 90015

Gail Goldberg, Director of Planning
City of LA Planning Department
200 North Spring Street, Rm. 525
Los Angeles, CA 90012

Att: Sgt. Shirley Kelly
CHP, Special Projects Section
2555 1st Avenue
Sacramento, CA 95818

Ms. Rita Robinson, Director
City of LA Bureau of Sanitation
11495 Broadway
Los Angeles, CA 90014

Chief William Bratton
City of LA Office of the Chief of Police
150 North LA Street, Room 619
Los Angeles, CA 90012

Mr. Wes Pringle
LADOT Metro Development Review
100 S. Main Street, 9th Floor
Los Angeles, CA 90012

Steve Smith, Program Supervisor
SCAQMD
21865 E. Copley Drive
Diamond Bar, CA 91765-4182

Roy Barnes, Jr.
LA County MTA
1 Gateway Plaza
Los Angeles, CA 90012-2952

William R. Bamattre, Chief Engineer
and General Manager
City of LA Fire Department
200 North Main Street, Rm. 1020
Los Angeles, CA 90012

Brian Wallace
Southern California Association of
Governments (SCAG)
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017

Mike McGuirt
CA Office of Historic Preservation
1416 9th Street, Room 1442
Sacramento, CA 95814

Bridgett Luther, Director
California Department of Conservation
801 K Street, MS 24-01
Sacramento, CA 95814

California Dept. of Education
School Facilities Planning Division
Attn: Liese Olukoya
1430 N Street, Suite 1201
Sacramento, CA 95814

Los Angeles Conservancy
523 W. Sixth Street, Suite 826
Los Angeles, CA 90014

Los Angeles Unified School District
Police Department Headquarters
1330 West Pico Blvd.
Los Angeles, CA. 90015

Jeff O'Keefe, District Engineer
CA Department of Health Services
1449 West Temple Street, Room 202
Los Angeles, CA 90026

Dwight E. Sanders, Chief Env Planner
California State Land Commission
100 Howe Ave, Suite 100 South
Sacramento, CA 95825-8202

Sandra Ikuta
California Resource Agency
1416 Ninth Street, Suite 1311
Sacramento, CA 95814

City of Los Angeles
Department of Environmental Affairs
200 N. Spring Street, Suite 2005
Los Angeles, CA 90012

Maxine Waters, Congresswoman
10124 South Broadway, Suite 1
Los Angeles, CA 90003

Ronald Calderon, State Senator
400 N. Montebello Boulevard, #100
Montebello, CA 90640

Marguerite Poindexter LaMotte
Board Member District 1
Los Angeles City Board of Education
333 S. Beaudry Avenue, 24th Floor
Los Angeles, CA 90017

Mark Ridley-Thomas
State Assembly 48th District
700 State Drive
Los Angeles, CA 90037

Jan Perry
City Council Member
City of Los Angeles
200 N. Spring Street, Room 420
Los Angeles, CA 90012

Los Angeles Unified School District

Office of Environmental Health and Safety

ROY ROMER
Superintendent of Schools

DAN M. ISAACS
Chief Operating Officer

ANGELO J. BELLOMO
Director

PUBLIC NOTICE

Notice of Completion of a Draft Subsequent Environmental Impact Report
South Los Angeles Area New High School No. 3

TO: Agencies, Organizations, and Interested Parties

SUBJECT: Notice of Completion of a Draft Subsequent Environmental Impact Report (California Code of Regulations, Title 14, Sections 15085, 15372)

The Los Angeles Unified School District (LAUSD) is the Lead Agency under the California Environmental Quality Act (CEQA) for the proposed project identified below. LAUSD has prepared a Draft Subsequent Environmental Impact Report (SEIR) for the proposed project.

Agencies: LAUSD requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with California Code of Regulations, Title 14, Section 15086(a).

Organizations and Interested Parties: LAUSD requests your comments and concerns regarding the environmental issues associated with construction and operation of the proposed project.

PROJECT TITLE: South Los Angeles Area New High School No. 3

PROJECT DESCRIPTION: The Proposed Project would consist of multiple one- to four-story buildings encompassing approximately 200,000 square feet of building area with a capacity for 2,025 high school seats. School classrooms and the administration area would be located primarily along 60th Street. The Proposed Project would include 75 classrooms, a library, food services, a multi-purpose room, team rooms, an underground parking structure, and a football stadium with 1,500 total seats. In addition, the Proposed Project would include hardcourts and other playfields, which may include field lights. The Proposed Project site would be fenced.

PROJECT LOCATION: The Proposed Project site is located in the south central area of the City of Los Angeles on the northeast corner of Menlo and 60th Street approximately 0.35 mile west of the Harbor Freeway (Interstate 110) and 3.5 miles south of the Santa Monica Freeway (Interstate 10). The Proposed Project site is bounded by South Hoover Street on the east, 60th Street on the south, Menlo Avenue on the west, and existing Slauson Avenue commercial businesses on the north.

SIGNIFICANT ENVIRONMENTAL EFFECTS: The proposed project would result in significant unavoidable adverse environmental effects that cannot be mitigated to less than significant levels with respect to air quality, noise, and traffic. Mitigation measures have been provided for air quality, noise, pedestrian safety, and traffic. The SEIR provides further discussion of the environmental effects resulting from implementation of the proposed project.

PUBLIC REVIEW PERIOD: The SEIR is available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15073. The comment period for the SEIR begins October 23, 2007 and ends on December 6, 2007.

RESPONSES AND COMMENTS: LAUSD will accept responses and comments for forty-five days, from the date of this notice through and including December 6, 2007. Please indicate a contact person for your agency or organization and send your responses and comments to:

Gwenn Godek
Senior CEQA Project Manager/Consultant
Los Angeles Unified School District
Office of Environmental Health and Safety
1055 W. 7th Street, 9th Floor
Los Angeles, CA 90017
Fax: 213-893-7412
e-mail: ceqa-comments@laschools.org
Please write "South Los Angeles Area New High School #3" in the subject line

PUBLIC MEETING: LAUSD will hold a public meeting on **Thursday, November 8, 2007,** beginning at **6:00 PM** at the Budlong Avenue Elementary School, located at 5940 S. Budlong Avenue, Los Angeles, California. The public is welcome to attend and present comments in regards to the SEIR.

DOCUMENT AVAILABILITY: The SEIR and associated materials are available for review during regular business hours at the LAUSD Office of Environmental Health and Safety address listed above, as well as the following locations:

- LAUSD Local District 7 Office, 10616 S. Western Avenue, Los Angeles
- Manual Arts High School, 413 S. Vermont Avenue, Los Angeles
- John Muir Library, 1005 W. 64th Street, Los Angeles
- Muir Middle School, 5929 S. Vermont Avenue, Los Angeles

The document can also be found on-line at: www.laschools.org/find-a-school.

Los Angeles Unified School District

Office of Environmental Health and Safety

ROY ROMER
Superintendent of Schools

DAN M. ISAACS
Chief Operating Officer

ANGELO J. BELLOMO
Director

AVISO PÚBLICO

Aviso de Finalización del Informe Preliminar sobre el Impacto Ambiental Subsiguiente
Escuela Secundaria Nueva No. 3 del Área Sur de Los Angeles

PARA: Agencias, organizaciones y partes interesadas
TEMA: Aviso de finalización de un Informe Preliminar Subsiguiente sobre el Impacto Ambiental (Código de Regulaciones de California, Título 14, Secciones 15085, 15372).

El Distrito Escolar Unificado de Los Angeles (LAUSD, por sus siglas en inglés), es la agencia líder bajo la Ley de la Calidad Ambiental de California (CEQA, por sus siglas en inglés) para el proyecto propuesto que se identifica más adelante. LAUSD ha preparado un Informe Preliminar Subsiguiente de Impacto Ambiental (SEIR, por sus siglas en inglés) para el proyecto propuesto.

Agencias: El LAUSD solicita las opiniones de su agencia respecto al alcance y contenido de la información ambiental que es relevante para las responsabilidades legales de su agencia en conexión con el proyecto propuesto, en conformidad con el Código de Regulaciones de California, Título 14, Sección 15086(b).

Organizaciones y partes interesadas: El LAUSD solicita sus comentarios e inquietudes respecto a las cuestiones ambientales asociadas con la construcción y operación del proyecto propuesto.

TÍTULO DEL PROYECTO: Escuela Secundaria Nueva No. 3 del Área Sur de Los Angeles

DESCRIPCIÓN DEL PROYECTO: El proyecto propuesto consistiría de varios edificios de uno a cuatro pisos que comprenderían aproximadamente 200,000 pies cuadrados de áreas construida, con una capacidad para 2,025 alumnos de secundaria. Las aulas escolares y el área de administración estarían ubicadas principalmente a lo largo de 60th Street. El proyecto propuesto incluiría 75 aulas, una biblioteca, servicios de comida, un salón para propósitos múltiples, salones de té, una estructura de estacionamiento subterránea y un estadio de fútbol americano con un total de 1,500 asientos. Además, el proyecto propuesto incluiría otras canchas rígidas y campos de juego que podrían incluir iluminación. El sitio del proyecto propuesto estaría cercado.

LA UBICACIÓN DEL PROYECTO: El sitio del proyecto propuesto se encuentra en el área sur central (“South Central”) de la Ciudad de Los Angeles, en la esquina noreste de Menlo Avenue y 60th Avenue, aproximadamente 0.5 millas al oeste de la carretera Harbor Freeway (State Highway 110) y 3.5 millas al sur de la carretera Santa Monica Freeway (Interstate 10). El sitio del proyecto propuesto limita al este con South Hoover Street, al sur con 60th Street, al oeste con Menlo Avenue y al norte con negocios en Slauson Avenue.

EFECTOS AMBIENTALES SIGNIFICATIVOS: El proyecto propuesto resultaría en efectos ambientales adversos, inevitables y significativos sobre la calidad del aire, el ruido, y el tráfico, los cuales no pueden atenuarse a niveles menos que significativos. Se han proporcionado medidas atenuantes para la calidad del aire, el ruido, la seguridad peatonal y el tráfico. El SEIR ofrece una discusión adicional de los efectos ambientales que resultan de la implementación del proyecto propuesto.

PERIODO DE REVISIÓN PÚBLICA: El SEIR está disponible para revisión y comentario público en conformidad con las Regulaciones del Código de California, Título 14, Sección 15073. El periodo para presentar comentarios para el SEIR comienza el 23 de octubre de 2007 y termina el 6 de diciembre del mismo año.

RESPUESTAS Y COMENTARIOS: El LAUSD aceptará respuestas y comentarios durante cuarenta y cinco días desde el la fecha de este aviso hasta el 6 de diciembre de 2007 inclusive. Sírvase indicar un contacto para su agencia u organización y envíe sus respuestas y comentarios a:

Gwenn Godek
Senior CEQA Project Manager/Consultant
Los Angeles Unified School District
Office of Environmental Health and Safety
1055 W. 7th Street, 9th Floor
Los Angeles, CA 90017
Fax: 213-893-7412
Correo electrónico: ceqa-comments@laschools.org
Por favor escriba “South Los Angeles Area New High School # 3” en la línea de asunto

REUNIÓN PÚBLICA: El LAUSD llevará a cabo una reunión pública el **jueves 8 de noviembre de 2007** a las **6:00 p.m.,** en Budlong Avenue Elementary School, ubicada en 5940 S. Budlong Avenue, Los Angeles, California. El público puede asistir y presentar comentarios en relación al SEIR.

DISPONIBILIDAD DE DOCUMENTOS: El SEIR y los materiales asociados están disponibles para revisión durante el horario de trabajo regular en la Oficina de Salud y Seguridad Ambiental del LAUSD, en la dirección listada anteriormente y en los siguientes lugares:

- LAUSD Local District 7 Office, 10616 S. Western Avenue, Los Angeles
- Manual Arts High School, 413 S. Vermont Avenue, Los Angeles
- John Muir Library, 1005 W. 64th Street, Los Angeles
- Muir Middle School, 5929 S. Vermont Avenue, Los Angeles

También se puede encontrar el documento en línea en www.laschools.org\find-a-school.