LOS ANGELES STREET CIVIC BUILDING PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT

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August 2013

ICF International. August 2013. Los Angeles Street Civic Building Project. Draft Environmental Impact Report. (ICF Project #00024.10.) Los Angeles, CA. Prepared for City of Los Angeles Department of Public Works, Bureau of Engineering, Los Angeles, CA.

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Acronyms and Abbreviations

$\mu g/m^3$	micrograms per cubic meter
AADT	annual average daily traffic
AAQS	ambient air quality standards
AB	Assembly Bill
AB	Assembly Bill
ACM	asbestos-containing materials
ACWM	asbestos-containing waste materials
ADA	Americans with Disabilities Act
AQMPs	air quality management plans
ATCS	Adaptive Traffic Control System
ATSAC	Automated Traffic Surveillance and Control
BAU	Business as Usual
BMPs	Best Management Practices
B.P.	Before Present
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CCTV	closed-circuit television
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CF_4	perfluoromethane
CFCs	Chlorofluorocarbons
CH_4	methane
CHRIS	California Historical Resources Information Center
CIDH	Cast-In-Drilled-Hole
CIP	commuter information packet
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Database

CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CSU	California State University
dB	Decibel
dBA	A-Weighted Sound Level
DPM	Diesel Particulate Matter
DPW	Department of Public Works
DTSC	Department of Toxic Substances Control
EAD	Environmental Affairs Department
EDR	Environmental Data Resources, Inc.
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
EPD	Environmental Programs Division
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
HABS	Historic American Buildings Survey
HALS	Historic American Landscape
HCFCs	Hydrochlorofluorocarbons
HCM	Historic-Cultural Monuments
HFCs	Hydrofluorocarbons
HOV	high-occupancy vehicles
HPOZ	Historic Preservation Overlay Zone
HSA	Hyperion Service Area
HSC	Health and Safety Code
HSR	Historic Structures Report
HSWA	Hazardous and Solid Waste Act
HTP	Hyperion Treatment Plant
HTP	Hyperion Treatment Plant
HWCL	Hazardous Waste Control Law
Hz	Hertz
I-110	Interstate 110
I-5	Interstate 5
IRP	Integrated Resources Plan
ISWM	Integrated Solid Waste Management
ITE	Institute of Transportation Engineers

kHZ	kilohertz
LABOE	Los Angeles Department of Public Works, Bureau of Engineering
LADBS	Los Angeles Department of Building and Safety
LADOT	of Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAF	Sound level with 'A' Frequency weighting and Fast Time weighting
LAFD	Los Angeles Fire Department
LAGBC	Los Angeles Green Building Code :
LAGWRP	Los Angeles Glendale Water Reclamation Plant
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAUSD	Los Angeles Unified School District
Ldn	Day/Night Noise Level
LEED	Leadership in Energy and Environmental Design
Leq	Equivalent Noise Level
LOS	Level of Service
LRT	light rail transit
LTHD	Little Tokyo Historic District
LUST	Leaking Underground Storage Tanks
MA	millions of years ago
MATES III	Multiple Air Toxics Exposure Study III
Metro	Los Angeles County Metropolitan Transportation Authority
mg/m^3	milligrams per cubic meter
mgd	million gallons per day
MLD	Most Likely Descendent
mmHG	millimeter of mercury
MMT	million metric tons
MOCA	Museum of Contemporary Art
mpg	miles per gallon
MPO	metropolitan planning organization
MTD	Motor Transport Division
MWD	Metropolitan Water District of Southern California
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCP	National Contingency Plan
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide

NOP	Notice of Preparation
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRHP	National Register of Historic Places
O_3	Ozone
OPR	Office of Planning and Research
OVA	organic vapor analyzer
Pb	lead
PFCs	Perfluorocarbons
ppm	parts per million
ppmV	ppm by volume
PPV	peak particle velocity
proposed project	Los Angeles Street Civic Building Project
RCNM	Roadway Construction Noise Model
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation and Recovery Act of 1976
RMPP	Risk Management and Prevention Program
RMS	root-mean square
ROG	reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SARA	Superfund Amendments and Reauthorization Act
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCG	Southern California Gas Company
SCP	Site Cleanup Program
SF_6	Sulfur Hexafluoride
SHBC	State Historic Building Code
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation, and Cleanup
SMBRP	Site Mitigation and Brownfields Reuse Program
SO_2	sulfur dioxide
SRA	Source Receptor Area
SRO	single-room-occupancy
SRRE	Source Reduction and Recycling Element
SUSMP	Standard Urban Storm Water Mitigation Plan

SWIRP	Solid Waste Integrated Resource Plan
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminants
TC	transportation coordinator
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TIC	Transportation Information Center
TISA	Terminal Island Service Area
TITP	Terminal Island Water Reclamation Plant
TMA	transportation management association
TMP	Transportation Management Plans for
TNM	Traffic Noise Model
TPH	total petroleum hydrocarbons
TRPH	total recoverable petroleum hydrocarbons
TSPP	Traffic Study Policies and Procedures
TWRP	Donald Tillman Water Reclamation Plant
UBC	Federal Uniform Building Code
UST	underground storage tank
V/C	vehicle to capacity
V/C	volume-to-capacity
VdB	velocity decibel
VMT	vehicle miles traveled
VOCs	volatile organic compounds
WSA	Water Supply Assessment

Chapter 1
Executive Summary

1.1 Introduction and Background

The Parker Center building was the headquarters of the Los Angeles Police Department (LAPD) from 1954 to 2009, over which time the building has become outdated and no longer meets city and state building codes with respect to seismic safety as well as other requirements. Accordingly, a new Police Administration Building, which opened in 2009, is now the new LAPD headquarters. As of today, LAPD operations and staff have almost completely relocated to the new Police Administration Building, located just south of City Hall.

In 2010, the Los Angeles Department of Building and Safety and Los Angeles Fire Department inspected the building and determined that large portions of the building could not be safely occupied, including the fifth through eighth floors. At that time, a 24-hour fire watch was placed into effect and several fire-life safety corrective measures were identified (Los Angeles Department of Building and Safety and Los Angeles Fire Department 2010). The Department of Building and Safety also determined that the some LAPD personnel, namely the Scientific Investigation Division, could continue to occupy the fourth floor for approximately two years (i.e., 2012).

The Parker Center building is now nearly vacant; however, the City of Los Angeles envisions the Parker Center property as an opportune location to reuse the site for City service offices as well as a variety of needed services. Upon completion of the proposed project, the Los Angeles Street Civic Building would house several City departments, potentially including the General Services Department, Personnel Department, Department of Public Works, and others.

The environmental impact report (EIR) process, as defined by the California Environmental Quality Act of 1970 (CEQA) (Public Resources Code 21000 et seq.) as amended, requires the preparation of an objective, full-disclosure document to: a) inform agency decision makers and the general public of the direct and indirect environmental effects of a propose action; b) identify, where feasible, mitigation measures to reduce or eliminate any identified significant adverse impacts; and c) identify and evaluate alternatives to the proposed project which might lessen or avoid some or all of the identified significant impacts of the project.

This EIR has been prepared to address the potential environmental impacts associated with the Los Angeles Street Civic Building project. In conformance with CEQA, this EIR identifies and assesses the potential individual and cumulative impacts of the proposed project.

1.2 Proposed Project Summary

The EIR analyzes three build alternatives in detail, and the No Project Alternative. Under each build alternative, office and commercial space, and a child care facility are proposed in various configurations and sizes depending upon the alternative. These alternatives represent conceptual designs and, therefore, some flexibility within each conceptual alternative is anticipated in order to meet the future needs of the City. The maximum development that could be allowed under each build alternative is described in detail in Chapter 3.0, Project Description. The following discussion is a brief summary of each of the alternatives analyzed in this EIR.

1.2.1 Alternative A – No Project

The No Project Alternative assumes that the project would not be approved and no new development would occur within the project site. Thus, the physical conditions of the project site would largely remain as they are today. No new buildings would be constructed, and the existing Parker Center Building would remain unimproved and vacant.

1.2.2 Alternative B1 – Rehabilitation

Under Alternative B1, the existing Parker Center building would be rehabilitated with various improvements including seismic retrofitting, fire safety improvements, and upgrades to ensure energy efficiency. Americans with Disabilities Act (ADA) upgrades would be implemented. The existing 319,048 gross square-foot building would be reconfigured to provide office space for City employees, and rentable commercial space. The existing parking garage would be expanded to provide approximately 137 parking spaces. Alternative B1 also includes an optional inter-building tunnel that would connect City Hall East to the rehabilitated Civic Building.

1.2.3 Alternative B2 – Partial Demolition, Rehabilitation, and Addition

Alternative B2 would include rehabilitation of a majority of the Parker Center building, similar to that of Alternative B1 as well as demolition of the Parker Center jail which would be replaced with an expansion building. Combined with the existing Parker Center building, the expansion would expand the gross square footage to approximately 522,255 square feet, of which approximately 338, square feet would be usable for office space and approximately 16,500 square feet would be for commercial space and a child care facility. A connection between the expansion and the Parker Center building would be constructed. Approximately 328 parking spaces would be provided with this alternative. The expansion building would have a maximum height of approximately 200 feet. Alternative B2 also includes an optional inter-building tunnel that would connect City Hall East to the rehabilitated Civic Building.

1.2.4 Alternative B3 – Demolition and Build

Alternative B3 would result in the full demolition of the existing Parker Center building and construction of a new office building which would consist of approximately 753,730 gross square feet, and approximately 1,173 parking spaces with a maximum height of approximately 450 feet. The proposed 753,730-square-foot program could be accommodated in one or two buildings on the site. The new building(s) could take on a variety of configurations, but would generally fill the footprint of the existing Parker Center building. Outdoor open space and a pedestrian connection between City Hall to the west, and the Little Tokyo neighborhood to the east and south would be provided. Alternative B3 also includes an optional inter-building tunnel or bridge that would connect City Hall East to the rehabilitated Civic Building.

1.3 Issues to Be Resolved

Issues to be resolved include identification by the Los Angeles Department of Public Works, Bureau of Engineering (LABOE), of a preferred alternative, which will be done in the Final EIR after public comments on the Draft EIR have been received.

1.4 Areas of Controversy

Concerns raised in letters submitted to LABOE in response to the Notice of Preparation (NOP) include the following:

Alternatives – Concerns were raised regarding the ability of the project alternatives to meet the Secretary of Interior's Standards for the Treatment of Historic Properties. Specifically, the comment concerns Alternative B3 resulting in the demolition of the Parker Center building, and requested that the EIR evaluate the feasibility of "sensitively-designed" infill construction such as a slender structure at the northeast corner of the block, or building atop the parking garage at the corner of First Street and Judge John Aiso Street.

Cultural Resources – The Native American Heritage Commission (NAHC) conducted a Sacred Lands File search and found that cultural resources were found in the vicinity of the proposed project. NAHC has requested that LABOE consult with them on the proposed project. Details regarding this consultation effort are discussed in Chapter 4.3 Cultural Resources.

Community Relationship – During the public scoping meeting for the proposed project, comments related to the proposed project's relationship with the surrounding community were raised. Namely, the Little Tokyo Community raised the issues of connectivity between the Civic Center neighborhood and the Little Tokyo Community and allowing for commercial and public uses on the project site. These community concerns have been considered as part of the conceptual design of the proposed project.

1.5 Summary of Environmental Impacts of the Project Alternatives

Potentially significant environmental impacts have been identified in the areas of Aesthetics/Light and Glare, Air Quality, Cultural Resources, Land Use and Traffic. Table 1-1 provides a summary of each of the alternatives impacts and their associated significance. Significant environmental impacts of the three build alternatives are detailed in Tables 1-2 through 1-4 by resource area, along with proposed mitigation measures and level of significance after mitigation.

Table 1-1. Comparison of Alternatives

Alternative Impacts [a]	Alternatives			
	A – No Project	**B1 – Rehabilitation**	**B2 – Partial Demolition, Rehabilitation, and Addition**	**B3 – Demolition and Build**
Aesthetics				
Scenic Resources	NI	LTS	LTS	SU
Visual Character and Quality	NI	LTS	LTS	LTS
Glare, Nighttime Lighting, and Shade/Shadow	NI	LTS	LTS	SU
Air Quality and Greenhouse Gas Emissions				
Construction Emissions	NI	LTS (M)	SU	SU
Inter-Building Circulation Option	NI	SU	SU	SU
Operations-period Emissions	NI	LTS	SU	SU
Greenhouse Gas Emissions	NI	LTS (M)	LTS (M)	LTS (M)
Cultural Resources				
Historical Resources	NI	SU	SU	SU
Archaeological Resources	NI	LTS (M)	LTS (M)	LTS (M)
Paleontological Resources	NI	LTS (M)	LTS (M)	LTS (M)
Geology and Soils				
Seismic Hazards	NI	LTS (M)	LTS (M)	LTS (M)
Soil Stability	NI	LTS	LTS	LTS
Hazards and Hazardous Materials				
Contaminated soil	NI	LTS (M)	LTS (M)	LTS (M)
Groundwater contamination	NI	LTS (M)	LTS (M)	LTS (M)
Asbestos and lead-based paint	NI	LTS (M)	LTS (M)	LTS (M)
Land Use and Planning				
Physical division of community	NI	LTS	LTS	LTS
Conflicts with land use plans	NI	LTS	LTS	SU
Noise and Vibration				
Construction Noise	NI	LTS	LTS	LTS
Construction Vibration	NI	LTS	LTS	LTS
Operational Traffic Noise	NI	LTS	LTS	LTS
HVAC Noise	NI	LTS	LTS	LTS
Airport Noise	NI	LTS	LTS	LTS
Transportation and Traffic				
Construction traffic	NI	LTS	LTS	LTS
Operational traffic	NI	LTS (M)	SU	SU

Alternative Impacts [a]	Alternatives			
	A – No Project	**B1 – Rehabilitation**	**B2 – Partial Demolition, Rehabilitation, and Addition**	**B3 – Demolition and Build**
Utilities, Service Systems, and Energy				
Wastewater Treatment Requirements and Capacities	NI	LTS	LTS	LTS
Water Facilities and Supplies	NI	LTS	LTS	LTS
Storm Water Drainage Facilities	NI	LTS	LTS	LTS
Solid Waste Disposal Capacity and Regulations	NI	LTS	LTS	LTS
Energy Conservation	NI	LTS	LTS	LTS

[a] The Inter-Building Circulation Option is included under each of the build alternatives. If the impact is the same under the alternative with or without the option, then it is not listed in this table. If the impact is different, then the option is listed in this table.

Note:

NI: No Impact
LTS: Less Than Significant Impact
LTS (M): Less Than Significant Impact with Mitigation
SU: Significant and Unavoidable Impact

Impacts of the build alternative are greater than to the other build alternatives.
Impacts of the build alternative are more severe than one or more build alternatives, but less severe than one or more build alternatives.
Impacts of the build alternative are similar to the other build alternatives.
Impacts of the build alternative are less than the other build alternatives.

Source: ICF International, 2012.

As shown in Table 1-1, Alternative B1 would result in a significant and unavoidable impact on Cultural Resources and Air Quality (with the Inter-Building Circulation Option). Alternative B2 would result in three significant and unavoidable impacts in the areas of Air Quality, Cultural Resources, and Traffic. Alternative B3 would result in six significant and unavoidable impacts in the areas of Aesthetics, Air Quality, Cultural Resources, Land Use, and Traffic. A more detailed description of each impact associated with each of the alternatives and the proposed mitigation measures intended to reduce these impacts is provided in Tables 1-2 through 1-4.

Table 1-2. Summary of Environmental Impacts of Alternative B1, Rehabilitation

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
Aesthetics			
Construction activities, such as the installation of scaffolding and temporary sheathing, wouldtemporarily diminish visual quality of the Parker Center building, a visual/scenic resource.	Less than significant	None	Less than significant
There would be changes to the visual setting such as provision of new landscape design elements.	Less than significant	None	Less than significant
Construction and operation would introduce new sources of light and glare. Light would be directed on-site and architectural materials would not have reflective surfaces There would be no new sources of shade or shadow.	Less than significant	None	Less than significant
Air Quality and Greenhouse Gas Emissions			
Construction would result in reactive organic compounds (ROC) pollutant emissions that would exceed South Coast Air Quality Management District (SCAQMD) thresholds. <u>Inter-Building Circulation Option:</u> Construction would result in ROC, nitrogen oxides (NO_X) and fine particulate matter ($PM_{2.5}$) emissions that would exceed SCAQMD thresholds.	Significant	**AQ-1:** During construction, non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings shall be used where feasible, or pre-fabricated architectural panels shall be used in the construction of the project to reduce VOC emissions to the maximum extent practicable. VOC-containing materials shall be Super-Compliant Low VOC paint that meets "super-compliant" VOC standard of < 10 g/L of the South Coast Air Quality Management District (Rule 1113). These requirements shall be specified in the final architectural plans to be approved by the City of Los Angeles Department of Building and Safety prior to issuance of building permits.	Less than significant <u>Inter-Building Circulation Option:</u> Significant and Unavoidable

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
		Inter-Building Circulation Option would require the following: **AQ-2:** Construction-period Haul Trucks – Model year 2010 and newer diesel haul trucks shall be used for material delivery trucks and soil import/export; if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained, the lead agency shall use trucks that meet EPA 2007 model year NO_X and PM emissions requirements. **AQ-3:** Construction Off-road Equipment – Phase in the use of off-road construction equipment per the following schedule: • Project Start to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by the California Air Resources Board (CARB). Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. • Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. **AQ-4:** SCAQMD "SOON" funds – Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to	

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
		accelerate cleanup of off-road diesel vehicles, such as heavy-duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm **AQ-5:** Use of existing electricity infrastructure – The City shall require by contract specifications that construction operations shall rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible. Contract specification language shall be reviewed prior to issuance of a grading permit.	
Operation of the alternative would result in operational pollutant emissions due to increases in traffic.	Less than significant	None	Less than significant
The alternative would result in increased greenhouse gas emissions, which would have a cumulatively considerable contribution to the effects of climate change.	Significant	**GHG-1:** Prior to the issuance of building permits, the project applicant shall prepare a recycling/solid waste reduction plan, subject to review and approval by the City of Los Angeles Department of Building and Safety. The City shall ensure that the proposed project maintains a recycling/solid waste reduction program that achieves a minimum reduction of 20 percent by volume of solid waste for Alternative B1, and 25 percent by volume for Alternatives B2 and B3. **GHG-2:** Prior to the issuance of building permits, the City of Los Angeles Building Safety Department shall ensure that the proposed project incorporates energy conservation measures into the design of the proposed project that exceed mandatory requirements lighting efficiency requirements by 10 percent. **GHG-3:** Prior to the issuance of building permits, the City of Los Angeles Building Safety Department shall ensure that the proposed project incorporates water conservation measures that shall include, but shall not be limited to, the following: reduce potable water demands by installing water-conserving, low-flow faucets, toilets, and urinals, etc.	Less than significant

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
Cultural Resources			
This alternative would result in the removal of some historic fabric of the Parker Center building in unique and/or specialized areas of the building including the crime lab on the 4th floor and the 6th floor chief's suite. Although its architectural significance would continue to be conveyed, other aspects of its significance would no longer be conveyed due to the removal of historic fabric.	Significant	**HR-1:** To ensure the retention and appropriate treatment of essential character-defining features and to guide ongoing building maintenance, the City shall prepare a Historic Structures Report (HSR) regarding Parker Center. The HSR shall be prepared before the creation of construction drawings for the rehabilitation of the building so that the information in the HSR can be incorporated in the design. **HR-2:** Because those aspects of the resource's significance relating to its role in the development of innovative scientific techniques for the investigation of crimes, its association with Chief Parker, and landscape design would no longer be conveyed under this alternative, the City shall document those areas of the building according to Historic American Buildings Survey (HABS) and Historic American Landscape (HALS) guidelines before those spaces and features are demolished. **HR-3**: The HABS/HALS documentation shall be deposited with the Library of Congress, Los Angeles Public Library, Los Angeles Conservancy, and Los Angeles Police History Museum within a month of its completion.	Significant and Unavoidable Parker Center would retain the character-defining features that are essential to conveying its significance for architecture and would retain its eligibility for the National Register of Historic Places and the California Register of Historical Resources, but the removal of some of its historic fabric remains a significant and unavoidable impact.
The original design of the site included not only the building, but extended to the design of a parking structure and parking lot, landscape, and hardscape features of the entire block. Moreover, in 1958 the Motor Transport Division, consisting of two buildings, was constructed at the southeast corner of the site. Any one of these activities might not result in a significant impact. However, the physical destruction of these features over the course of	Significant	None	Significant and Unavoidable

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
three past projects, Metropolitan Communications Dispatch Center, Los Angeles Police Department Metropolitan Detention Center, and Toriumi Plaza, coupled with the proposed changes associated with the build alternatives eliminate the integrity of setting and feeling, resulting resulted in a cumulatively considerable impact under CEQA.			
Excavation has the potential to encounter significant unknown archaeological resources.	Significant	**ARC-1:** A qualified professional archaeologist shall monitor all initial phase of ground disturbing activities of the project. If buried cultural resources — such as flaked or ground stone, historic debris, building foundations, or non-human bone — are discovered during ground-disturbing activities, work shall stop in that area and within 50 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include: development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. A report of findings shall be prepared, and recovered materials curated, if needed, in an approved facility. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed by previous construction or are unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.	Less than significant
Excavation has the potential to disturb unknown significant paleontological resources.	Significant	**PR-1:** A qualified vertebrate paleontologist shall be retained by the City or project proponent to determine areas that shall require paleontological monitoring during initial ground disturbance. The location of construction activities likely to encounter subsurface sediments with high paleontological sensitivity shall be determined by the qualified paleontologist upon review of project excavation and grading plans. Very shallow surficial excavations, less than 5 feet in depth, within areas of previous disturbance or areas of Quaternary	Less than significant

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
		younger alluvial deposits shall be monitored on a part-time basis to ensure that underlying sensitive units (i.e., Quaternary older alluvium) are not adversely affected. Areas consisting of artificial fill materials shall not require monitoring. If excavations for the project take place in Quaternary older alluvial deposits or within Fernando Formation bedrock these excavations shall be monitored on a fulltime basis by a qualified paleontological monitor under the supervision of the qualified paleontologist. This paleontological resource monitoring shall include inspection of exposed rock units during active excavations within the geologically sensitive sediments. Monitoring may be reduced if some of the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.	
Geology and Soils			
The alternative would place people in an area known to have seismic hazards related to earthquakes.	Significant	**G-1**: Construction and structural design of the project shall comply with all of the geotechnical recommendations, including design measures, provided in the geotechnical engineering report prepared for the project as described below: • Each build alternative shall follow the August 2004 geotechnical report's general recommendation of new structures being founded on spread footing foundations and/or Cast-In-Drilled-Hole (CIDH) pile foundations. The specifications for Cast-in-Drilled Hole Pile Construction, Retaining Walls, Slab-on-Grade, and Cement and Asphalt Pavements shall be followed where applicable under all build alternatives. • Under each build alternative, where applicable, the existing Parker Center foundation walls shall be structurally evaluated to determine their capability to resist unbalanced earth loads that will occur as the result of adjacent excavation, and shoring shall be installed to provide lateral support where needed. • All build alternatives shall follow the specifications in the August 2004 geotechnical report regarding site preparation and earthwork, where applicable.	Less than significant

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
		• The general specification for Structure Foundations, as described in the August 2004 geotechnical report, will be considered appropriate, with probable minor modifications to minimum sizes and total expected settlement, depending on the Build Alternative that is selected. The given soil specifications, such as allowable bearing pressures and coefficients of friction, shall be similar to those used for the build alternatives.	
Construction of the proposed alternative would result in soil erosion, which would be reduced with implementation of stormwater pollution-control Best Management Practices.	Less than significant	None	Less than significant
Hazards and Hazardous Materials			
The alternative could encounter or disturb contaminated soils during construction.	Significant	**HM-1:** Soils that have visible staining or an odor shall first be tested in the field by the contractor or qualified environmental subcontractor with an organic vapor analyzer (OVA) or other field equipment for volatile components, which require additional considerations in their handling. Soil with OVA readings exceeding 50 parts per million (ppm) volatile organic compounds (probe held 3 inches from the excavated soil face), or which is visibly stained or has a detectable petrochemical odor shall be stockpiled by the contractor separately from non-contaminated soils. The stockpiles shall be barricaded near the excavation area, away from drainage areas or catch basins, on an impermeable plastic liner (6 millimeter nominal thickness and tested at 100 psi strength). Caution must be taken to separate any contaminated soil from the remainder of the excavated material. If only a small amount of contaminated soil is encountered, it may be drummed in 55-gallon steel drums with sealing lids. **HM-2:** The soil shall then be sampled in a random and representative manner. To establish waste classification, samples shall be analyzed for total recoverable petroleum hydrocarbons (TRPH), volatile organic compounds (VOCs), total petroleum hydrocarbons (TPH) as gasoline or diesel if these fuels are found in the area, Title 22 heavy	Less than significant

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
		metals, reactivity (pH), corrosivity, and toxicity. The number of samples shall depend upon the volume of material removed, one sample for approximately every ton of soil. Storage space available at the site and neighborhood sensitivity shall determine the amount of soil that can be stockpiled. **HM-3:** If VOCs are present at concentrations exceeding 50 ppm, a permit from the South Coast Air Quality Management District (SCAQMD) shall be required, which most likely will require control of vapor, such as covering the stockpiles with plastic sheeting or wetting with water or a soap solution. The contractor shall obtain all necessary permits. **HM-4:** Suspected contaminated soil samples shall be taken to a state-certified environmental laboratory or tested in the field with a mobile lab and technician using infrared spectrometry in accordance with appropriate testing methods. Materials with elevated levels of TRPH, metals or other regulated contaminants shall require handling by workers who have been adequately trained for health and safety aspects of hazardous material handling. **HM-5:** Any contaminated material (soil, asphalt, railroad ballast, concrete, or debris) that is to be hauled off-site and is considered a "waste product" shall be classified as hazardous or nonhazardous waste under all criteria by both state and federal codes prior to disposal. If the waste soil or other material is determined hazardous, a hazardous waste manifest shall be prepared by the contractor or its qualified representative and the material transported to an appropriate class of facility for recycling or landfill disposal by a registered hazardous material transporter. If the soil is nonhazardous but still exceeds levels that can be returned to the excavation, a less costly nonhazardous transporter and soil recycling facility shall be used if no hazardous constituents are present above their respective action levels.	
During construction, the alternative could encounter contaminated groundwater underlying the project site.	Significant	**HM-6:** In the event groundwater is encountered during construction, dewatering shall be minimized, sufficient to remove interior or nuisance water from structures. Sampling ports shall be provided in the dewatering system. The produced water shall be required to be	Less than significant

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
		temporarily stored in large Baker-type tanks and analyzed by a state-certified environmental laboratory selected by the contractor. If the groundwater quality falls within guidelines established by the City Department of Public Works, Bureau of Sanitation, a permit shall be obtained to discharge the water into a nearby sewer. **HM-7:** If hydrocarbon or other water contamination precludes this, the contaminated groundwater water shall be treated onsite (such as in an oil-water separator) or hauled off-site for treatment and disposal in accordance with applicable regulations by a licensed professional.	
Construction of the proposed alternative could result in the upset of asbestos containing materials and lead-based paint that may be present in existing structures on the site.	Significant	**HM-8:** Prior to demolition activities, all structures within the project site shall be surveyed for asbestos-containing materials (ACMs) and lead-based paint by a licensed professional. All tests shall be performed in accordance with generally accepted testing laboratory methods. Based on lab test results, appropriate measures for handling, removal, and disposal of these materials shall be developed as part of the survey investigation. Any demolition activities that would remove or disturb these materials shall implement the developed measures in accordance with applicable regulations. As required by law, the abatement contractor shall be a licensed professional.	Less than significant
Land Use and Planning			
The alternative would not result in the physical division of an established community.	No impact	None	No impact
The alternative would not result in conflicts with land use plans or habitat conservation plans.	No impact	None	No impact
Noise and Vibration			
The alternative would result in noise generated from construction equipment, but would not exceed thresholds.	Less than significant	None	Less than significant

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
The alternative would result in vibration generated from construction equipment, but the amount of vibration would not be excessive.	Less than significant	None	Less than significant
The alternative would result in a permanent increase in ambient noise due to traffic, but the amount of noise would not be substantial.	Less than significant	None	Less than significant
The proposed alternative HVAC systems would not substantially increase noise.	Less than significant	None	Less than significant
The proposed alternative would not expose people to excessive noise due to proximity to an airport.	Less than significant	None	Less than significant
Transportation and Traffic			
The alternative would result in construction-related traffic and congestion due to truck and construction worker trips and occasional lane closures. On-street parking could be affected.	Less than significant	None	Less than significant
Operation of the alternative would result in a significant change in volume-to-capacity (V/C) ratio and level of service (LOS) for the future (2018) with-alternative scenario at one study intersection - Los Angeles Street/Temple Street intersection.	Significant	**TRANS-1: Implement comprehensive TDM and transit connectivity strategies.** The applicant is proposing to implement comprehensive TDM and transit connectivity strategies in order to reduce additional project vehicle trips that would minimize traffic related impacts of the project. The TDM plan will promote the City's policies through strategies that reduce vehicular use by project employees and other users of the site (e.g. visitors) during peak periods to include transit and pedestrian-friendly amenities such as safe and walkable sidewalks. It should be noted that a preliminary TDM and transit connectivity plan would need to be submitted to LADOT for approval prior to the	Less than significant

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
		issuance of the project's first building permit, and a final TDM plan must be prepared and approved by LADOT prior to the issuance of the project's first certificate of occupancy. The goals of these plans would need to be identified in the final TDM plan or site design. • **Site Improvements** - The design and operation of the site to the extent feasible shall be designed into the project to emphasize: o A bicycle, transit, and pedestrian friendly environment. o Preferential loading and unloading for carpools, high-occupancy vehicles (HOV), and taxis makes it more convenient and attractive to passengers. o Wayfinding signage guides that direct people to different elements of a site. o Carpool and vanpool parking shall be closest to the entrance of a building or on the first floor of a garage or structure to reward participants. o Bicycle parking shall be convenient, plentiful, well lit and secure. o Shower and locker facilities are an important part of the decision for an employee to bike to work. o Enhanced pedestrian and bicycle pathways for convenient, direct and secure connections. o Provision of a self-service bicycle repair area and shared tools for employees. o Coordinate with LADOT to provide space for a future Integrated Mobility Hub (see TRANS-2) It must be emphasized that integrating non-auto oriented improvements into the heart of the site rather than off to the side or in a remote corner are paramount to their success. Parking for bicycles shall be convenient and near the front door to facilities and be plentiful and well lit. • **Car-Sharing and Short Term Car Rental** – Provide on demand access to a fleet of cars for short duration or unexpected trips and provide a minimum of five spaces for a shared car program. These programs reduce the need for individual to own a car or perhaps a second one. They would enhance the transit oriented nature of the project because it would allow individuals working	

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
		and shopping at the site to rely on transit with the knowledge that an automobile is available with relative ease for those trips where transit or other modes are impractical. These programs save costs to individuals and businesses and could reduce the parking demand of the project. • **Bike Sharing** – Provide a bike sharing program. With bike sharing, individuals have access to a shared fleet of bicycles on an as-needed basis. It provides a good alternative to autos and because the regional bus fleet and rail systems are bike accessible, it provides a link to transit on both ends of a trip. An added benefit is reduced emissions due to fewer vehicle trips. • **Transportation Coordinator** – Provide a transportation coordinator (TC), which is a permanent on-site staff position assigned to administer the requirements of a TDM program. Under this strategy, a transportation management association (TMA) shall be formed onsite or the project could become a part of an existing TMA in the area that would help in promoting awareness of the available TDM strategies and creating Transportation Management Plans (TMP) for the employees and patrons of the site. • **Transportation Information Center** – Provide a Transportation Information Center (TIC), which is a centrally-located commuter information center where both the employees and visitors can obtain information regarding commute programs, and individuals could obtain real-time information for planning travel without using an automobile. Strategically placed kiosks can provide trip planning and real time bus and train arrival information for users. Providing real-time transit information allows users to know exactly when the next bus or train will arrive and is an important tool in enhancing transit system connectivity. • **Transit, Bike and Walk Promotions and Information Materials** – This shall include a commuter information packet (CIP), a commuter benefits brochure that contains complete information about various transportation benefits available to individuals, transportation/transit options, HOV programs	

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
		and discounts, bicycling amenities, transportation subsidies, and other elements that may be available. The CIP shall be written in multiple languages such as English, Spanish, and Chinese. The CIP shall be distributed to tenant employees, other building workers and occupants and at promotional events. • **Tenant Participation** – Under this strategy, the transportation coordinator shall facilitate tenant and employee awareness and participation in the TMP by distributing the information to tenants at least once each year. • **Carpooling and Rideshare Matching Opportunities** – This strategy shall coordinate ridesharing programs among various building tenants and their employees, provide ride-match services within the building or engage other ride-match facilitators (such as its tenants) to provide this service. It could be applied two different ways. One method is to make available "on the spot" ridesharing. This strategy maximizes trip flexibility for the individual because they do not need to make long term plans and commitments. There are a number of internet-based programs that could be used to match the mobility needs of travelers with drivers. The more traditional method would be to have the TMA provide an online daily and/or long-term commute ride-matching service to match interested patrons with carpools and vanpools. The rideshare matching services could also be extended to other employers in close proximity to the project site. • **Guaranteed Ride Home Program** – This strategy provides a guaranteed ride home program for (occupants/employees) who use a commute mode other than driving. Employers may establish their own program or contract this service with a public agency or private contractor. • **Transit Pass Sales** – Under this strategy employers or a central management operator can contract with the Metro to become authorized to directly sell transit passes to their on-site employees. In addition they could provide transportation subsidies to building occupants/employees who commute via non-motorized or non-single occupancy vehicle modes.	

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
		• **Commuter Benefits** – This strategy, pursuant to Internal Revenue Code Section 132 (f), states that employers should arrange pre-tax dollar transit commute expense accounts to provide transportation fringe benefits to eligible employees. • **Flexible/Alternative Work Schedules and Telecommuting Programs** – With this strategy, employers allow employees to work flexible and alternative work schedules so that their arrival and departure to the site varies to reduce trips during peak periods. Telecommuting eliminates any trips to the site since the employee would be working off-site. • **Expanded DASH Service** – Provide additional service and/or capacity to the DASH downtown system via new routes to the project site. Contributions could be in the form of the purchase of new DASH vehicles or subsidy of service for a fixed period of time. • **Taxi Services** – Provide taxi services. Taxis provide on-demand mobility for short and medium length trips. Expanding the City's "hail-a-taxi" demonstration program to the project site and surrounding area would provide convenient mobility alternatives for unscheduled or quick trips. In addition, taxis could and should be equipped to accept regional transit fare cards such as Metro TAP smart card technology. A single method of fare payment would greatly enhance non-auto oriented trip choices. Taxi services can also complement the guaranteed ride home program. **TRANS-2: Integrated Mobility Hub.** LADOT has been awarded grant funds to implement shared-vehicle stations within Downtown Los Angeles. This program, known as the Integrated Mobility Hubs project, would provide secure bike parking and a fleet of shared bikes and cars in an attempt to enhance urban mobility and serve as an extension of the current transportation network. The program can provide a form of "on-demand" transportation supplying Downtown-area users with a convenient and reliable option for one or more of the legs of their commute while being environmentally friendly and furthering greenhouse gas emission reduction goals. For many, transit use is not often the most convenient	

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
		choice because station endpoints are often beyond desirable walking distances to a traveler's final destination. Integrated mobility hubs provide an opportunity to customize the first and last mile experience by providing the end-user with vehicle options that would meet their particular trip needs for that day. Providing more first or last mile mobility choices can lead to increased use of public transit and introduce new transit riders. Given the project's close proximity to Union Station, the Metro Gold Line Little Tokyo/Arts District station and several Metro bus stops, the project location is well suited for increased use of public transit by occupants of the project. To support the goals of the project's TDM plan and to expand the City's program, the project shall coordinate with LADOT to provide space for a Mobility Hub in a convenient location within or near the project site. The project can also potentially provide on-site parking spaces for the shared-car component of the Mobility Hubs program. The project shall also provide space that would accommodate bicycle parking, bicycle lockers, and shared bicycles. LADOT is currently working on an operating plan and assessment study for the Mobility Hubs project that will include specific sites, designs and blueprints for Mobility Hub stations. The results of this study will assist in determining the appropriate location and space needed to accommodate a Mobility Hub at the project site. **TRANS-3: Transit/Pedestrian Enhancements** The project shall provide a pedestrian friendly environment through sidewalk pavement reconstruction/improvements, and improved amenities such as landscaping and shading, particularly along the sidewalks. **TRANS-4: Bike Plan Trust Fund** The project shall contribute a one-time fixed-fee of $250,000 to be deposited into the City's Bicycle Plan Trust Fund. These funds would be used by LADOT, in coordination with the Department of City Planning and Council District 14, to implement bicycle improvements within the Downtown area. However, improvements within Downtown that are consistent with the City's complete streets and smart growth policies would also be eligible expenses utilizing these funds.	

Environmental Impact [a]	Significance Before Mitigation	Mitigation Measures	Significance after Mitigation
Utilities, Service Systems, and Energy			
The alternative would generate wastewater flows, but would not require expansion of wastewater treatment facilities or increase demand for wastewater facilities beyond capacity.	Less than significant	None	Less than significant
The alternative would result in increased demand for water, but that demand would not exceed existing supplies or capacities.	Less than significant	None	Less than significant
The alternative would not alter the existing storm water drainage facilities serving the project site.	No impact	None	No impact
The alternative would generate solid waste during construction and operation. However, the amount of solid waste would not exceed permitted landfill capacity.	Less than significant	None	Less than significant
The alternative would result in an increase in energy usage. However, the increased usage would not exceed existing supplies or capacities, and the proposed alternative would not result in a wasteful use of energy.	Less than significant	None	Less than significant

[a] The Inter-Building Circulation Option is included under each of the build alternatives. If the impact is the same under the alternative with or without the option, then it is not described in this table. If the impact is different, then the option is described in this table.

Source: ICF International, 2012.

Table 1-3. Summary of Environmental Impacts of Alternative B2, Demolition, Rehabilitation, and Addition

Environmental Impact [a]	Significance Determination	Mitigation Measures	Significance after Mitigation
Aesthetics			
Construction and demolition would result in demolition of a portion of the Parker Center building, a visual/scenic resource. The proposed addition would be slightly taller than the existing Parker Center building and would have a sympathetic design character.	Less than significant	None	Less than significant
The proposed addition would block views of the Parker Center building from the northeast and north. However, office workers are not considered to be a sensitive viewing group.	Less than significant	None	Less than significant
Construction and operation would result in a change to the visual character of the project site as a new structure would be placed on the site. However, the proposed building addition would be consistent with the heights and design of other nearby government high-rise office buildings in the Civic Center area.	Less than significant	None	Less than significant
The proposed addition would create of a source of shade/shadow, but would not shade any sensitive properties such as Bowron Square.	Less than significant	None	Less than significant.

Environmental Impact [a]	Significance Determination	Mitigation Measures	Significance after Mitigation
Air Quality and Greenhouse Gas Emissions			
Construction would result in ROC, NO_X, and $PM_{2.5}$ pollutant emissions that would exceed SCAQMD thresholds. <u>Inter-Building Circulation Option:</u> Construction would result in ROC, NO_X, and $PM_{2.5}$ emissions that would exceed SCAQMD thresholds.	Significant	**AQ-1** (See Table 1-2 above) **AQ-2** (See Table 1-2 above) **AQ-3** (See Table 1-2 above) **AQ-4** (See Table 1-2 above) **AQ-5** (See Table 1-2 above)	Less than significant <u>Inter-Building Circulation Option:</u> Significant and Unavoidable
Operations would result in operational mobile-source emissions of NO_X due to increases in traffic that would exceed SCAQMD thresholds.	Significant	None	Significant and unavoidable
The alternative would result in increased greenhouse gas emissions, which would have a cumulatively considerable contribution to the effects of climate change.	Significant	**GHG-1** (See Table 1-2 above) **GHG-2** (See Table 1-2 above) **GHG-3** (See Table 1-2 above)	Less than significant
Cultural Resources			
This alternative would result the same impacts as described above for Alternative B1. In addition, the demolition of the jail wing would prevent the resource from conveying the aspect of its significance that is tied to its half century of service as a jail. Although its architectural significance would continue to be conveyed, other aspects of its significance would no longer be conveyed due to the removal of historic fabric.	Significant	**HR-1:** (See Table 1-2 above) **HR-2**: (See Table 1-2 above) **HR-3**: (See Table 1-2 above) **HR-4:** Based on the HABS/HALS documentation, the City shall create a display interpreting the building's significance and displaying it in the public spaces of the building within a month of the issuance of the Certificate of Occupancy.	Significant and Unavoidable Parker Center would retain the character-defining features that are essential to conveying its significance for architecture and would retain its eligibility for the National Register of

Environmental Impact [a]	Significance Determination	Mitigation Measures	Significance after Mitigation
			Historic Places and the California Register of Historical Resources, but the removal of some of its historic fabric remains a significant and unavoidable impact
The alternative would result in indirect impact to other historical resources in the study area due to demolition of a portion of the Parker Center building. However, this would be a minor and temporary change to the setting of the historical resources in the study area.	Less than significant	None	Less than significant
Excavation has the potential to encounter unknown significant archaeological resources.	Significant	**ARC-1** (See Table 1-2 above)	Less than significant
Excavation has the potential to disturb unknown significant paleontological resources.	Significant	**PR-1 (**See Table 1-2 above**)**	Less than significant
Geology and Soils			
The alternative would place people in an area known to have seismic hazards related to earthquakes.	Significant	**G-1** (See Table 1-2 above)	Less than significant
Construction of the proposed alternative would result in soil erosion, which would be reduced with implementation of stormwater pollution-control Best Management Practices.	Less than significant	None	Less than significant

Environmental Impact [a]	Significance Determination	Mitigation Measures	Significance after Mitigation
Hazards and Hazardous Materials			
The alternative could encounter or disturb contaminated soils during construction.	Significant	**HM-1** (See Table 1-2 above) **HM-2** (See Table 1-2 above) **HM-3** (See Table 1-2 above) **HM-4** (See Table 1-2 above) **HM-5** (See Table 1-2 above)	Less than significant
During construction, the alternative could encounter contaminated groundwater underlying the project site.	Significant	**HM-6** (See Table 1-2 above) **HM-7** (See Table 1-2 above)	Less than significant
Construction of the proposed alternative could result in the upset of asbestos containing materials and lead-based paint that may be present in existing structures on the site.	Significant	**HM-8** (See Table 1-2 above)	Less than significant
Land Use and Planning			
The alternative would not result in the physical division of an established community.	No impact	None	No impact
The alternative would not result in conflicts with land use plans or habitat conservation plans.	No impact	None	No impact
Noise and Vibration			
The alternative would result in noise generated from construction equipment, but would not exceed thresholds.	Less than significant	None	Less than significant
The alternative would result in vibration generated from construction equipment, but the amount of vibration would not be excessive.	Less than significant	None	Less than significant

Environmental Impact [a]	Significance Determination	Mitigation Measures	Significance after Mitigation
The alternative would result in a permanent increase in ambient noise due to traffic, but the amount of noise would not be substantial.	Less than significant	None	Less than significant
The proposed alternative HVAC systems would not substantially increase noise.	Less than significant	None	Less than significant
The proposed alternative would not expose people to excessive noise due to proximity to an airport.	Less than significant	None	Less than significant
Transportation and Traffic			
The alternative would result in construction-related traffic and congestion due to truck and construction worker trips and occasional lane closures. On-street parking could be affected.	Less than significant	None	Less than significant
Operation of the alternative would result in a significant change in V/C ratio and LOS for the future (2018) with-alternative scenario at two study intersections: Los Angeles Street/Temple Street intersection and Alameda Street/Temple Street intersection.	Significant	**TRANS-1** (See Table 1-2 above) **TRANS-2** (See Table 1-2 above) **TRANS-3** (See Table 1-2 above) **TRANS-4** (See Table 1-2 above) **TRANS-5: Upgrade traffic signals at seven study intersections and three adjacent locations.** As described in Section 4.8.3.1, Methodology, under the Traffic Signal Updates, if traffic signal upgrades are proposed as a mitigation to offset the significant traffic impacts of a development project, LADOT may require that not only the impacted intersections, but also any intersections in the immediate vicinity as determined by LADOT, be upgraded by the project to qualify for the intersection V/C reduction of 0.01. In order to mitigate the significant impacts at the study intersections, traffic signal upgrades are recommended at the following study intersections and at locations adjacent to the study intersections.	Significant

Environmental Impact [a]	Significance Determination	Mitigation Measures	Significance after Mitigation
		Affected Study Intersections • Judge John Aiso Street and Temple Street (2070 controller upgrade and installation of system loops on all approaches) • 1st Street and Judge John Aiso Street/San Pedro Street (2070 controller upgrade and installation of system loops on all approaches) Non-Affected Study Intersections • 1st Street and Central Avenue (2070 controller upgrade and installation of system loops on all approaches) • 2nd Street and San Pedro Street (2070 controller upgrade and installation of system loops on all approaches) • 2nd Street and Central Avenue (2070 controller upgrade and installation of system loops on all approaches) • 2nd Street and Alameda Street (2070 controller upgrade and installation of system loops on all approaches) • 3rd Street and Los Angeles Street (2070 controller upgrade only) Non-Study Intersections/Locations • 1st Street and Hill Street (2070 controller upgrade only) • 1st Street between San Pedro Street and Central Avenue (2070 controller upgrade only) • 3rd Street and Alameda Street (2070 controller upgrade only)	
Utilities, Service Systems, and Energy			
The alternative would generate wastewater flows, but would not require expansion of wastewater treatment facilities or increase demand for wastewater facilities beyond capacity.	Less than significant	None	Less than significant
The alternative would result in increased demand for water, but that demand would not exceed existing supplies or capacities.	Less than significant	None	Less than significant

Environmental Impact [a]	Significance Determination	Mitigation Measures	Significance after Mitigation
The alternative would not alter the existing storm water drainage facilities serving the project site.	No impact	None	No impact
The alternative would generate solid waste during construction and operation. However, the amount of solid waste would not exceed permitted landfill capacity.	Less than significant	None	Less than significant
The alternative would result in an increase in energy usage. However, the increased usage would not exceed existing supplies or capacities, and the proposed alternative would not result in a wasteful use of energy.	Less than significant	None	Less than significant

[a] The Inter-Building Circulation Option is included under each of the build alternatives. If the impact is the same under the alternative with or without the option, then it is not described in this table. If the impact is different, then the option is described in this table.

Source: ICF International, 2012.

Table 1-4. Summary of Environmental Impacts of Alternative B3, Demolition and Build

Environmental Impact [a]	Significance Determination	Mitigation Measures	Significance after Mitigation
Aesthetics			
This alternative would result in the demolition of the Parker Center building, a visual/scenic resource.	Significant	None	Significant and unavoidable
The new building would result in changes to the existing sight lines to the project site both to the east and north, resulting in impacts to visual quality. However, the proposed office use and design would be consistent with surrounding development.	Less than significant	None	Less than significant
The proposed building would create of a new source of shade/shadow on Bowron Square.	Significant	None	Significant and unavoidable
Air Quality and Greenhouse Gas Emissions			
Construction of the alternative would result in ROC, NO_X, and $PM_{2.5}$, due to increases in traffic, pollutant emissions that would exceed SCAQMD thresholds. <u>Inter-Building Circulation Option:</u> Construction would result in ROC, NO_X and $PM_{2.5}$ emissions that would exceed SCAQMD thresholds.	Significant	**AQ-1** (See Table 1-2 above) **AQ-2** (See Table 1-2 above) **AQ-3** (See Table 1-2 above) **AQ-4** (See Table 1-2 above) **AQ-5** (See Table 1-2 above)	Less than significant <u>Inter-Building Circulation Option:</u> Significant and Unavoidable

Environmental Impact [a]	Significance Determination	Mitigation Measures	Significance after Mitigation
Operation of the alternative would result in mobile-source ROC and NO_X pollutant emissions that would exceed SCAQMD thresholds.	Significant	None	Significant and unavoidable
The alternative would result in increased greenhouse gas emissions, which would have a cumulatively considerable contribution to the effects of climate change.	Significant	**GHG-1** (See Table 1-2 above) **GHG-2** (See Table 1-2 above) **GHG-3** (See Table 1-2 above)	Less than significant
Cultural Resources			
This alternative would result demolition of the Parker Center building and its remaining associated landscape features.	Significant	**HR-3**: (See Table 1-2 above) **HR-4**: (See Table 1-3 above) **HR-5:** The City shall document Parker Center according to HABS/HALS guidelines before demolition takes place. **HR-6:** The City shall incorporate Parker Center's original public art pieces, "Theme Mural of Los Angeles" and "Family Group," into the design and setting of the new building. These public art elements shall be installed at the time of issuance of the Certificate of Occupancy.	Significant and unavoidable
The alternative would result in indirect impacts to the Los Angeles Civic Center Historic District because Parker Center would no longer convey its significance as a police facility within the District, resulting in a substantial adverse change in the historic significance of the district.	Significant	None	Significant and unavoidable
Excavation has the potential to encounter significant unknown archaeological resources.	Significant	**ARC-1** (See Table 1-2 above)	Less than significant

Environmental Impact [a]	Significance Determination	Mitigation Measures	Significance after Mitigation
Excavation has the potential to disturb unknown significant paleontological resources.	Significant	**PR-1** (See Table 1-2 above)	Less than significant
Geology and Soils			
The alternative would place people in an area known to have seismic hazards related to earthquakes.	Significant	**G-1** (See Table 1-2 above)	Less than significant
Construction of the proposed alternative would result in soil erosion, which would be reduced with implementation of stormwater pollution-control Best Management Practices.	Less than significant	**None**	Less than significant
Hazards and Hazardous Materials			
The alternative could encounter or disturb contaminated soils during construction.	Significant	**HM-1** (See Table 1-2 above) **HM-2** (See Table 1-2 above) **HM-3** (See Table 1-2 above) **HM-4** (See Table 1-2 above) **HM-5** (See Table 1-2 above)	Less than significant
During construction, the alternative could encounter contaminated groundwater underlying the project site.	Significant	**HM-6** (See Table 1-2 above) **HM-7** (See Table 1-2 above)	Less than significant
Construction of the proposed alternative could result in the upset of asbestos containing materials and lead-based paint that may be present in existing structures on the site.	Significant	**HM-8** (See Table 1-2 above)	Less than significant

Environmental Impact [a]	Significance Determination	Mitigation Measures	Significance after Mitigation
Land Use and Planning			
The alternative would not result in the physical division of an established community.	No impact	None	No impact
The alternative would conflict with land use policies in the Central City Community Plan that address the reuse of historic buildings.	Significant	None	Significant
Noise and Vibration			
The alternative would result in noise generated from construction equipment, but would not exceed thresholds.	Less than significant	None	Less than significant
The alternative would result in vibration generated from construction equipment, but the amount of vibration would not be excessive.	Less than significant	None	Less than significant
The alternative would result in a permanent increase in ambient noise due to traffic, but the amount of noise would not be substantial.	Less than significant	None	Less than significant
The proposed alternative HVAC systems would not substantially increase noise.	Less than significant	None	Less than significant
The proposed alternative would not expose people to excessive noise due to proximity to an airport.	Less than significant	None	Less than significant

Environmental Impact [a]	Significance Determination	Mitigation Measures	Significance after Mitigation
Transportation and Traffic			
Construction related traffic and congestion due to truck and construction worker trips and occasional lane closures. On-street parking could be affected.	Less than significant	None	Less than significant
Operation would result in a significant change in V/C ratio and LOS for the future (2018) with-alternative scenario at six study intersections: Los Angeles Street/Temple Street intersection, Judge John Aiso Street/Temple Street intersection, Alameda Street/Temple Street intersection, Main Street/1st Street intersection, Los Angeles Street/1st Street intersection, Judge John Aiso Street/San Pedro Street/1st Street intersection.	Significant	**TRANS-1:** (See Table 1-2 above) **TRANS-2:** (See Table 1-2 above) **TRANS-3** (See Table 1-2 above) **TRANS-4** (See Table 1-2 above) **TRANS-5** (See Table 1-3 above)	Significant
Utilities, Service Systems, and Energy			
The alternative would generate wastewater flows, but would not require expansion of wastewater treatment facilities or increase demand for wastewater facilities beyond capacity.	Less than significant	None	Less than significant
The alternative would result in increased demand for water, but that demand would not exceed existing supplies or capacities.	Less than significant	None	Less than significant

Environmental Impact [a]	Significance Determination	Mitigation Measures	Significance after Mitigation
The alternative would not alter the existing storm water drainage facilities serving the project site.	No impact	None	No impact
The alternative would generate solid waste during construction and operation. However, the amount of solid waste would not exceed permitted landfill capacity.	Less than significant	None	Less than significant
The alternative would result in an increase in energy usage. However, the increased usage would not exceed existing supplies or capacities, and the proposed alternative would not result in a wasteful use of energy	Less than significant	None	Less than significant

[a] The Inter-Building Circulation Option is included under each of the build alternatives. If the impact is the same under the alternative with or without the option, then it is not described in this table. If the impact is different, then the option is described in this table.

Source: ICF International, 2012.

1.6 Environmentally Superior Alternative

Based upon the analysis presented in this EIR, the No Project Alternative (Alternative A) would result in fewer impacts on the existing environment. However, Section 15126.6(e)(2) of the State CEQA Guidelines states if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Based on the alternatives analysis summarized in Table 1-1, Comparison of Alternatives, the environmentally superior alternative is Alternative B1, Rehabilitation. However, Alternative B1 would be the least effective alternative at satisfying the project objectives because it would provide the least amount of floor area to relocate City services. Alternative B3 would best satisfy the project objectives because the greatest number of City employees could be relocated under this alternative and a new building would provide better fire-life safety and seismic safety features and comply with the City's Green Building Code.

In addition, Alternative B3 provides greater flexibility with respect to office layouts. The floor plate under Alternative B3 would be large enough to provide both private offices and open workstations at a minimum of four deep in an uninterrupted manner. Alternative B1 has a narrower floor plate that does not support space efficiency. Alternative B2 has greater space efficiency than Alternative B1, but is limited when compared to Alternative B3. Overall, Alternative B3 supports the most efficient office space of the three build alternatives. Lastly, Alternative B3 is would have a greater floor-area ratio than the other build alternatives and, as such, would be more cost-efficient to operate.

A more detailed discussion of the environmentally superior alternative is provided in Chapter 5, Comparison of Alternatives.

Chapter 2
Introduction

2.1 Background

The Parker Center building was the headquarters of the Los Angeles Police Department (LAPD) from 1954 to 2009, over which time the building has become outdated and no longer meets City and State building codes with respect to seismic safety as well as other requirements. Accordingly, a new Police Administration Building, which opened in 2009, is now the new LAPD headquarters. As of today, LAPD operations and staff have almost completely relocated to the new Police Administration Building, located just south of City Hall.

In 2010, the Los Angeles Department of Building and Safety and Los Angeles Fire Department inspected the building and determined that large portions of the building could not be safely occupied, including the fifth through eighth floors. At that time, a 24-hour fire watch was placed into effect and several fire-life safety corrective measures were identified (Los Angeles Department of Building and Safety and Los Angeles Fire Department 2010). The Department of Building and Safety also determined that the some LAPD personnel, namely the Scientific Investigation Division, could continue to occupy the fourth floor for approximately two years (i.e., 2012).

The Parker Center building is now nearly vacant; however, the City of Los Angeles envisions the Parker Center property as an opportune location to reuse the site for City service offices as well as a variety of needed services. Upon completion of the proposed project, the Los Angeles Street Civic Building would house several City departments, potentially including the General Services Department, Personnel Department, Department of Public Works, and others.

2.2 Overview of EIR Process

The purpose of this Draft Environmental Impact Report (EIR) is to inform decision-makers and the general public of the potential environmental impacts resulting from the proposed development of the Los Angeles Street Civic Building Project (proposed project), located at the site of the Parker Center building at 150 North Los Angeles Street. The project applicant is the Los Angeles Department of Public Works, Bureau of Engineering (LABOE). A description of the proposed project is provided in Chapter 3 of this Draft EIR.

The proposed project requires certain discretionary approvals by the City of Los Angeles and other governmental agencies. Therefore, the proposed project is subject to environmental review requirements under the California Environmental Quality Act (CEQA).[1] LABOE is the Lead Agency under CEQA for the proposed project.

As described in Section 15121 (a) and 15362 of the State CEQA Guidelines, an EIR is an informational document that informs public agency decision-makers and the public of the significant environmental effects of a project, identifies possible ways to minimize the significant effects, and describes reasonable alternatives to the project. The purpose of this Draft EIR, therefore, is to focus

[1] Public Resources Code Sections 21000-21189.3.

the discussion on those potential effects on the environment of the proposed project that the Lead Agency has determined may be significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce significant environmental impacts or avoid significant environmental impacts.

The EIR is prepared by or under the direction of LABOE, which also has the primary responsibility for approving or carrying out the proposed project. Further, Responsible Agencies, which are public agencies that have a level of discretionary approval over some component of the proposed project may rely upon the EIR prepared by LABOE.

An EIR is prepared in two key stages. First, a Draft EIR is prepared and distributed for public and agency review. Once comments on the Draft EIR are received, responses to those comments and any additional relevant project information are prepared and compiled in a Final EIR. Both of these documents, along with any related technical appendices, represent the complete record of the EIR.

The Final EIR is used by the recommending bodies (LABOE) and the final decision-makers (City Council) to weigh the environmental impacts against the benefit of the proposed project.

2.3 Public Outreach

2.3.1 Notice of Preparation

Comments from identified responsible and trustee agencies, as well as interested parties on the scope of the Draft EIR, were solicited through a Notice of Preparation (NOP) process. The NOP for the Draft EIR was circulated for a 30-day review period starting on May 8, 2012, and ending on June 7, 2012. In addition, a public scoping meeting to receive public comments regarding the scope and content of the Draft EIR was held on May 22, 2012, at the Little Tokyo Branch Library.

NOP responses were received from the following:

Agencies

- Governor's Office of Planning and Research
- South Coast Air Quality Management District
- County of Los Angeles Fire Department
- City of Los Angeles Wastewater Engineering Services Division, Bureau of Sanitation (two responses)
- City of Los Angeles Department of Recreation and Parks
- Native American Heritage Commission

Organizations

- Los Angeles Conservancy

In addition, five members of the public provided their comments at the public scoping meeting held on May 8, 2012. Please refer to Appendix A of this Draft EIR for a copy of the NOP, transcripts of the public scoping meeting, and written comments submitted to LABOE in response to the NOP.

2.3.2 Review of the Draft EIR

This Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 calendar days. A public hearing on the proposed project will be held during the review period. Notice of time and locations will be published prior to the public hearing date. All comments or questions about the Draft EIR should be addressed to:

Mahmood Karimzadeh, AIA
Principal Architect
Los Angeles Department of Public Works, Bureau of Engineering
Architectural Division, Municipal Facilities Program
1149 South Broadway, Suite 800
Los Angeles, CA 90015-2213
Email: oldparkercentereir@lacity.org

Following public review of the Draft EIR, a Final EIR will be prepared in response to comments received during the public review period. The Final EIR will be available for public review at least 10 days prior to its certification (State CEQA Guidelines Section 15088(b)).

2.4 Organization of Draft EIR

This Draft EIR conforms to the content requirements stated in Section 15120 through 15132 of the State CEQA Guidelines. A list of the document chapters and brief description of their content is provided here to assist the reader in locating information.

Chapter 1. Executive Summary: Located at the front of this document, the Executive Summary provides a brief description of the proposed project, including an overview of the impact analysis, recommended mitigation measures, and net residual impact. Summary information of alternatives and key conclusions are also provided.

Chapter 2: Introduction: The Introduction provides a general orientation to the purpose of CEQA and this Draft EIR, including the scoping of this Draft EIR, availability of documents, and review process.

Chapter 3. Project Description: Chapter 3 presents a statement of the proposed project objectives, a description of the location and setting of the proposed project, a detailed description of the proposed project's physical characteristics, and related information on phasing and implementation.

Chapter 4. Environmental Impact Analysis: This chapter analyzes the potential impacts from implementation of the proposed project. The impact discussion is organized by topical issues that have been found to have a potential to result in significant impacts.

Chapter 5. Comparison of Alternatives: The Comparison of Alternatives section includes a discussion of the proposed alternatives and provides the comparative merits of each alternative.

Chapter 6. Other Environmental Considerations: Chapter 6 evaluates the contextual impacts related to growth-inducing effects and cumulative growth. Impacts found not to be significant, and unavoidable adverse impacts are also summarized.

Chapter 7. Persons Consulted: This chapter lists persons that directly contributed to the preparation of this Draft EIR.

Chapter 8. Preparers: This chapter lists persons who prepared this Draft EIR.

Chapter 9. References: This section includes a listing of sources of information referenced for the analyses contained within this Draft EIR.

Chapter 3
Project Description

3.1 Project Objectives

The Los Angeles Department of Public Works, Bureau of Engineering has the following objectives for the Los Angeles Street Civic Building Project:

1. Reduce travel time for city employees during the work day by relocating City staff closer to City Hall.
2. Improve customer service by consolidating city services that are dependent upon each other into one building that is in close proximity to other City services.
3. Support City of Los Angeles sustainability initiatives by rehabilitating or constructing a building that meets the City's Green Building Code.
4. Re-activate a City-owned property that is currently underutilized.
5. Ensure the health and safety of City employees by providing a work environment that meets current environmental, seismic, and fire/life safety regulations.

3.2 Project Location and Setting

3.2.1 Location

The existing Parker Center building is located at 150 North Los Angeles Street, midblock on the block bounded by North Los Angeles Street to the west, East Temple Street to the north, Judge John Aiso Street to the east, and East 1st Street to the south, in Downtown Los Angeles (Figures 3-1 and 3-2). Major roadways near the project site include U.S. 101 approximately 0.2 mile to the north, Interstate 110 (I-110) approximately 0.9 mile to the west, and Interstate 5 (I-5) approximately 1 mile to the east. Los Angeles City Hall is located approximately 500 feet to the northwest and Los Angeles Union Station is located approximately 0.3 mile to the northeast. Vehicle access to the project site is currently provided along Los Angeles Street and Judge John Aiso Street, with entrances to existing on-site parking lots on the west and east sides of the project site. The Parker Center building is accessible to pedestrians from its west facing entrance on Los Angeles Street, though there is access to the property from the east as well. The project site is located within the Little Tokyo neighborhood and is part of the Los Angeles General Plan, Central City Community Plan.

3.2.2 Environmental Setting

The surrounding setting of the project site is urban in nature and built out with a variety of land uses in its near vicinity. In general, land uses surrounding the project site are public facilities consisting mostly of civic service offices and are zoned as such (PF-2D). In addition, commercially zoned (C4-2D) land uses are located on the parcel across Judge John Aiso Street, which supports restaurants, the Museum of Contemporary Art (MOCA), and the Japanese American National Museum. To the west of the project site, the City Hall East and City Hall South buildings are satellites of Los Angeles City Hall, which is located one block to the west (Figure 3-3).

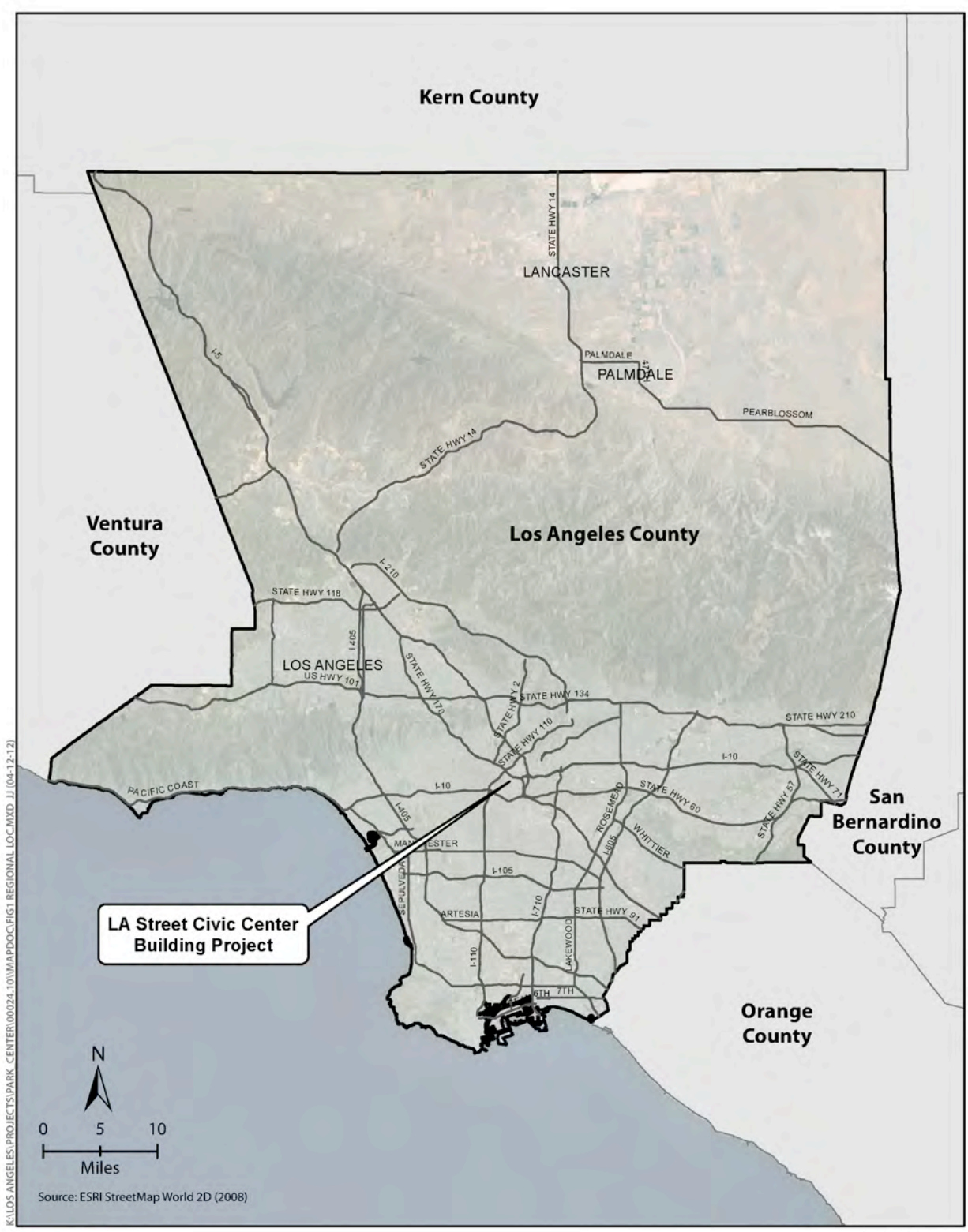


Figure 3-1
Regional Location Map
LA Street Civic Center Building Project

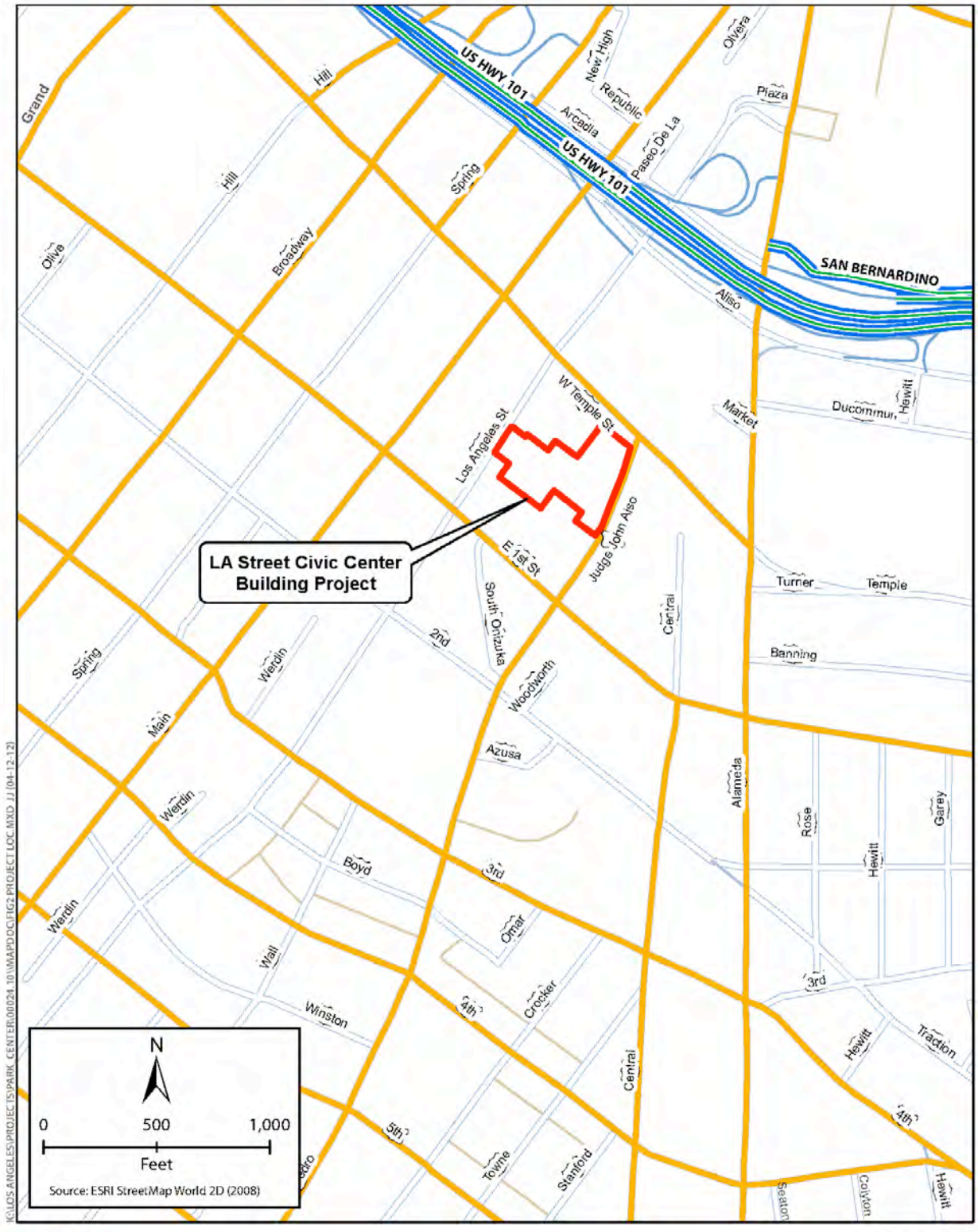
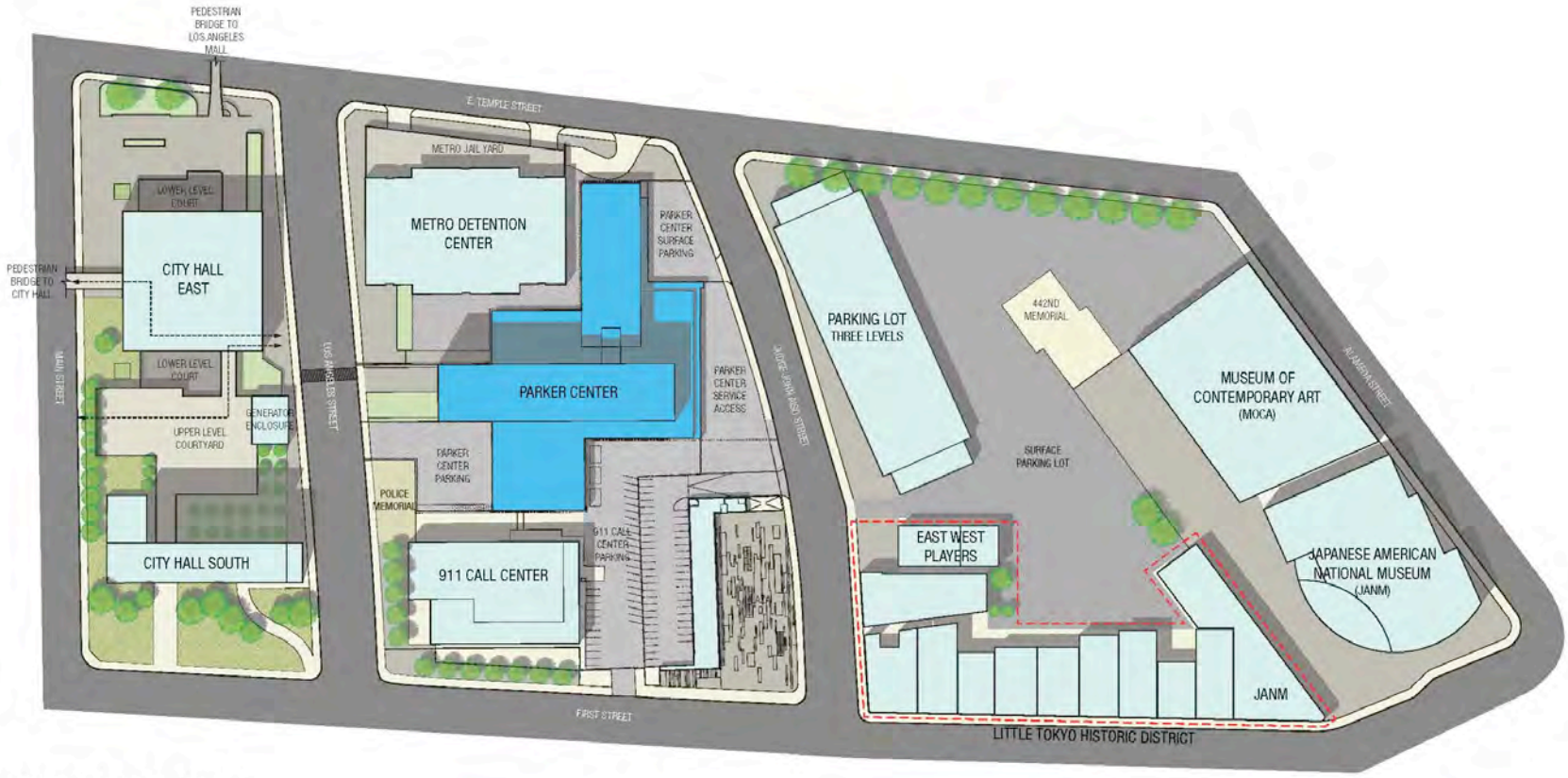


Figure 3-2
Project Location Map
LA Street Civic Center Building Project



Source: Gensler, 2012

Figure 3-3
Existing Site

The Metro Detention Center is northwest of Parker Center, which is set back from Parker Center by approximately 80 feet. The 911 Call Center is to the southwest of Parker Center, which is set back approximately 40 feet. A parking lot associated with the 911 Call Center occupies a portion of the block to the southeast of the project site, and a public parking lot is located at the far southeast corner of the block. The existing Parker Center is a 10-story rectangular building that was built in the Mid-Century Modern style (additional information regarding the architectural history of the building is provided in Section 4.3, Cultural Resources).

3.3 Project Description

3.3.1 Project Alternatives

The build alternatives that are presented in this Draft EIR are conceptual plans to demonstrate potential development programs that could implement the City's project objectives. Some flexibility within each conceptual alternative is anticipated in order to meet the future needs of the City. The maximum development that could be allowed under each build alternative is described below and is summarized in Table 3-1.

3.3.1.1 Alternative A – No Project

The No Project Alternative describes the property remaining in its existing state. Under this alternative, the Parker Center Building would be fully vacated by early 2013. The building would remain vacant and the City would pursue leasing the building to another occupant or potentially selling the property. The building would remain seismically vulnerable and would not meet current City and state safety regulations. City employees and offices would remain dispersed in various locations throughout the City. See Photograph 3-1 below for a view the Parker Center Building as it is today.



Photograph 3-1
Existing Parker Center Building, View from the West

3.3.1.2 Alternative B1 – Rehabilitation

Under Alternative 2, the existing Parker Center building would be seismically retrofitted with concrete shear wall improvements, as well as concrete jackets installed around existing support columns to strengthen lateral stability. The buildings mechanical, electrical, and plumbing systems would be replaced or upgraded. The building envelope would be upgraded to ensure weather-tightness and compliance with energy efficiency code requirements. Additional code-required improvements such as Americans with Disabilities Act (ADA) upgrades would be implemented. New fire/life safety improvements would include new fire sprinklers and fire alarm systems.

The existing building exterior would remain largely unchanged to comply with the guidelines dictated by Secretary of the Interior Standards for Historic Structures. The existing parking area along Los Angeles Street, adjacent to the southwest corner of the building, would be removed and a new open space plaza at the building entrance would be constructed with a landscaped area adjacent to Los Angeles Street. A portion of the west side of the building's first floor would be converted into a childcare center that would be approximately 2,500 square feet with an additional open air play area adjacent to the first floor. On the east side of the building, south of the first-floor escalators, approximately 5,100 square feet of space would be converted into commercial retail space. In addition, a new open space and entry to the building from Judge John Aiso Street would be constructed along the eastern side of the building at the ground floor. The open space and entry would include landscaping, stairs, and escalators to the first floor lobby of the building as well as two retail spaces containing approximately 2,300 square feet and approximately 2,600 square feet, respectively. An additional underground parking area would be constructed beneath the existing Parker Center parking area along Judge John Aiso Street. The newly configured parking area would have approximately 137 parking spaces.

> Under Alternatives B1 and B2, **ground floor** refers to the bottom floor at grade with Judge John Aiso Street. The **first floor** is at grade with Los Angeles Street.

The remaining portions of the Parker Center building, including the jail on the north side would be converted into office space for City employees. Floors 2 through 8 would all consist of office space and would be refurbished for modern office use. In total, the rehabilitated building would contain approximately 174,331 net square feet of space, with a total gross building area of approximately 319,048 square feet.

Inter-Building Circulation Option

With this design option, a tunnel may be constructed to connect City Hall East to the Parker Center building. From the P-4 level of City Hall East, the tunnel would be approximately 290 feet in length and would connect to an elevator lobby and emergency staircase located below the Parker Center building, approximately 60 feet below ground level.

3.3.1.3 Alternative B2 – Partial Demolition, Rehabilitation and Addition

Under Alternative B2, the north side of the Parker Center building, encompassing the existing jail would be demolished and replaced with an 11-story, approximately 262,100-square-foot addition. The ground floor of the proposed addition would contain a lobby, commercial retail space, a service area and entrance, 32 parking spaces, and escalators to the first floor and mezzanine level. A new four-level subterranean parking area with approximately 296 parking spaces would be constructed beneath the proposed addition. Combined, there would be

> **Mezzanine** is an intermediate floor between the two main stories of the building.



Source: Gensler, 2012

Figure 3-4
Alternative B1 Site Plan

approximately 328 parking spaces under Alternative B2. Level 1 would consist of a lobby, commercial retail, loading, and parking areas. Level 2 would consist of a daycare center, commercial retail, a lobby, and office space. Levels 3 through 11 would all consist of office space for city employees. The height of the building addition would be a maximum of approximately 200 feet above grade. In accordance with Los Angeles Municipal Code (LAMC) Section 57.118.12, an emergency helipad would be placed on the rooftop. A new foundation for the 11-story addition would be constructed.

Access to the subterranean parking lot would be provided via Judge John Aiso Street with access on the north side of the proposed addition, as well as on the south side of the addition. Exterior to the addition, a landscaped area is proposed at the ground floor level at the northeastern corner of the block. In addition, landscaping along the western and eastern sides of the addition would be provided on the third floor, forming a step pattern to the building elevations from the ground floor up to the fourth floor. In total, landscaping additions and open space would comprise approximately 17,120 square feet of the project site. An approximately 25-foot wide corridor connecting the addition to the existing Parker Center building would be constructed, connecting floors 1 through 7 of the existing building to the addition.

The existing remaining portions of the Parker Center building, approximately 260,260 square feet, would remain largely unchanged receiving the same rehabilitation treatment as described above for Alternative B1. Upon completion of construction, the proposed LA Street Civic Building would be approximately 522,260 gross square feet.

Inter-Building Circulation Option

Under Alternative B2, the inter-building circulation option would be similar to that described under Alternative B1, which may consist of a tunnel connecting the Parker Center building to City Hall East.

3.3.1.4 Alternative B3 – Demolition and Build

Under Alternative B3, the entire existing Parker Center building would be demolished. In its place, a new building would be constructed, consisting of one or two buildings within the footprint of the existing Parker Center building. The proposed building(s) would be a maximum height of approximately 450 feet with a gross area of approximately 753,730 square feet. The conceptual design of the alternative envisions a site that includes an approximately 27-story rectangular office tower, a two-story "amenity building," and a centralized open space/courtyard, which would include landscaping and public space, providing a pedestrian connection between Los Angeles Street and Judge John Aiso Street. The floor plate of the new building(s) would be approximately 29,300 square feet. Generally, the first floor of the building(s) would consist of a lobby, an elevator bay, commercial space, and a cafeteria or café. Above the first floor, the building(s) would consist primarily of office space and office-related space, including a conference center. For purposes of the environmental analysis, it is assumed that amenities planned for the site include an auditorium, health club (possibly including a pool), and a daycare facility. The orientation of the new building(s) would be generally consistent with the surrounding buildings, in an oblong orientation running east to west. Exterior finishes would be a combination of glass and stone and would be generally consistent with the building finishes surrounding the project site. The program for Alternative B3 would include approximately 588,240 net square feet of office space, and approximately 22,970 net square feet of other space, including retail, the daycare facility, the health club, and the auditorium space. In



Source: Gensler, 2012

Figure 3-5
Alternative B2 Site Plan

addition, a new four-level parking garage would be constructed at the site of the existing Parker Center parking lot, on the northeast corner of the site. The parking garage would provide approximately 1,173 spaces.

A parking structure consisting of one above ground level and four below ground levels would be constructed to the north of the office tower where the existing Parker Center parking lot is located. The parking structure would contain approximately 1,173 parking spaces. Access would be provided from Judge John Aiso Street. A service entrance from Judge John Aiso Street would be provided just south of the parking structure to the south side of the office tower.

In accordance with LAMC Section 57.118.12, an emergency helipad would be placed on the rooftop. New foundations would be constructed under this alternative.

Inter-Building Circulation Option

Under Alternative B3, a bridge may be constructed to connect City Hall East to the proposed building. The bridge would extend over Main Street, connecting the southeast corner of the third floor of City Hall East to the proposed building. The bridge would consist of a 360-foot enclosed walkway, similar in design to the existing pedestrian bridge that connects City Hall to City Hall East. Alternatively, a tunnel may be constructed rather than a bridge, which would be similar to the tunnel discussed under Alternatives B1 and B2.

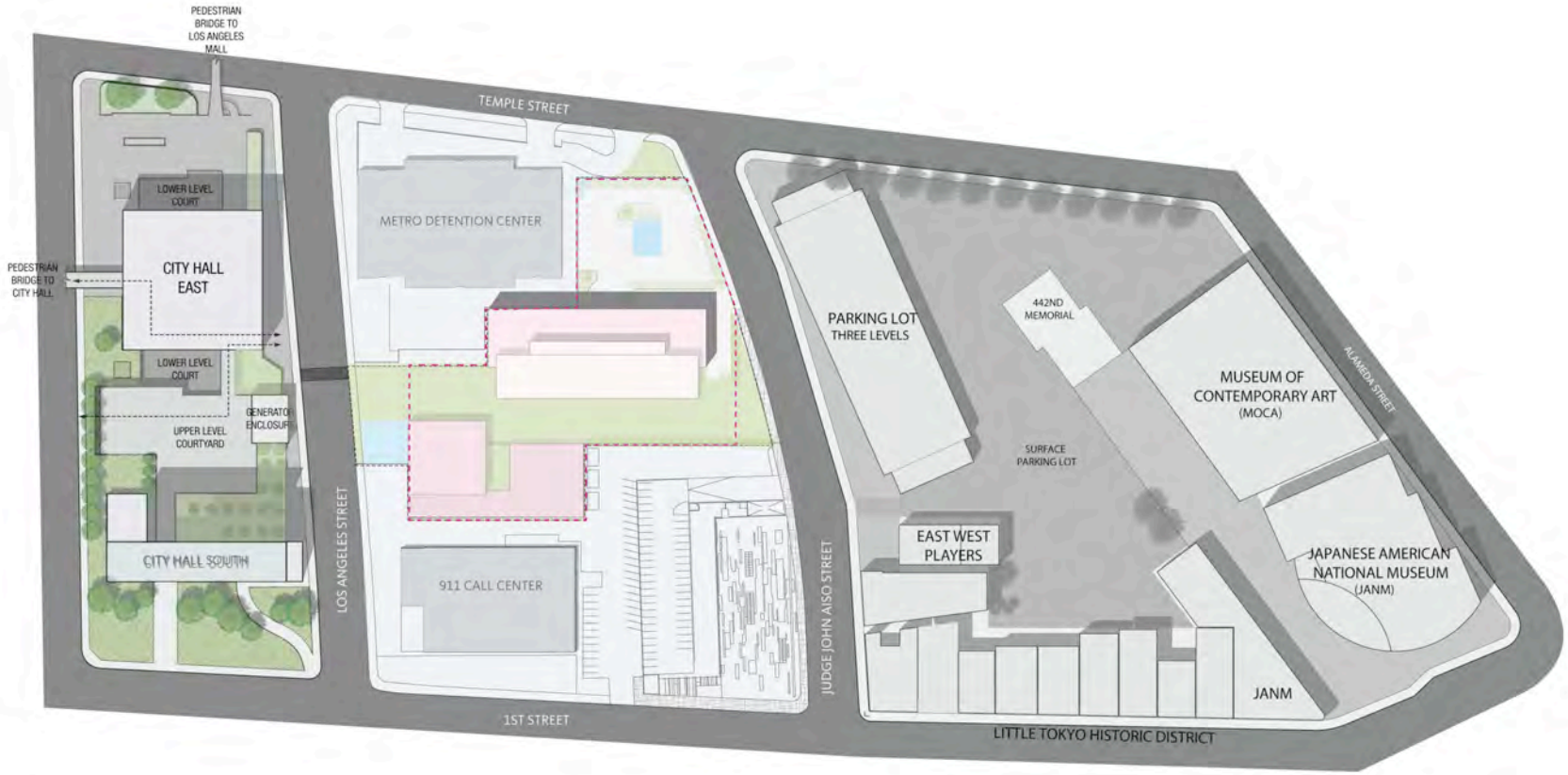
3.3.2 Construction Activities

Demolition of the existing building or portions of the existing building would be approached floor-by-floor, starting from the top floor of the building and progressing downward. For Alternative B1, demolition and construction would take place simultaneously for a period of approximately 18 to 24 months. For Alternatives B2 and B3, the demolition phase would last approximately 8 to 10 months. The construction phase for Alternatives B2 and B3 would last approximately 14 to 18 months and 18 to 24 months, respectively. Light-duty excavators with hydraulic breakers would be used. The building foundations would be removed with heavy equipment under Alternatives B2 and B3.

Noise and dust abatement measures would include a scaffold with a scrim fabric, which would be installed on all four sides of the building. The exterior wall would remain in place during demolition of interior walls. Trucks would be routed along Judge John Aiso Street onto the site.

During construction it is anticipated that approximately 12 daily truck loads would be needed during demolition activities and 8 daily truck loads would be needed during construction work. Demolition and construction would be conducted from 8:00 a.m. to 4:00 p.m., Monday through Friday. Construction equipment would be staged on site for Alternatives B1 and B3, while Alternative B2 would require approximately one lane of Judge John Aiso Street to stage construction equipment due to space constraints.

Excavation would include approximately 600,000 cubic feet of material to be exported under Alternative B1, 1,388,140 cubic feet of material to be exported under Alternative B2, and approximately 4,520,360 cubic feet of material under Alternative B3. It is anticipated that no imported fill material would be required. Construction would begin in 2016 and would be complete in 2018.



Source: Gensler, 2012

Figure 3-6
Alternative B3 Site Plan

3.3.3 Project Description Summary and Comparison of Alternatives

Table 3-1 provides a summary of and comparison of the components included under alternatives B1, B2, and B3.

Table 3-1. Alternatives Comparison

Building Component	Alternative B1	Alternative B2	Alternative B3
Net Space	174,331 sf	354,499 sf	588,240 sf
Commercial/Retail	10,000 sf	14,000 sf	19,970 sf
Childcare Facility	2,500 sf	2,500 sf	3,000 sf
Gross Square Feet	319,048 sf	522,255 sf	753,730 sf
Parking	137 spaces	328 spaces	1,173 spaces
Maximum Height	140 feet	200 feet	450 feet

3.4 Project Approvals and Intended Uses of the EIR

This Draft EIR is a Project EIR, as defined by Section 15161 of the CEQA Guidelines, and, as such, serves as an informational document for the general public and the project's decision-makers. LABOE has the principal responsibility for approving the proposed project and, as the Lead Agency, is responsible for the preparation and distribution of this Draft EIR pursuant to CEQA Guidelines Section 21067. This Draft EIR shall be used in connection with all other permits and all other approvals necessary for the construction and operation of the proposed project. This Draft EIR will be used by the City of Los Angeles Department of Planning, Department of Building and Safety, Department of Public Works, including the Bureau of Sanitation, the City of Los Angeles Fire Department and other responsible public agencies that must approve activities undertaken with respect to the project.

Implementation of the proposed project would require the following discretionary actions and permits from the City of Los Angeles Department of City Planning and other bodies and agencies:

- Approval of the project by the Los Angeles City Council;
- Approval of Zoning Code/Parking Variance by Los Angeles Department of City Planning;
- Demolition, Grading, Foundation, and Building Permits;
- Approval of Generator Permit by South Coast Air Quality Management District;
- Approval of Food Service Permit by Los Angeles Health Department;
- Approval of "B Permit" by Los Angeles Department of Public Works for right-of-way changes;
- Plan check by Los Angeles Cultural Affairs Commission; and
- Additional actions as determined to be necessary.

3.5 Related Projects

Section 15130 of the State CEQA Guidelines stipulates that EIRs must consider the significant environmental effects of a proposed project as well as "cumulative impacts." A cumulative impact is defined as an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts (State CEQA Guidelines Section 15355). As stated in the State CEQA Guidelines, Section 15130(a)(1), the cumulative impacts discussion in an EIR need not discuss impacts that do not result in part from the project evaluated in the EIR. Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts [State CEQA Guidelines Section 15130(b)(1)(A)].

All projects that are proposed (i.e., with pending applications), recently approved, under construction, or reasonably foreseeable that could produce a cumulative impact on the local environment when considered in combination with the proposed project are included in an EIR. These projects can include, if necessary, projects outside of the control of the lead agency. If a concise list of related projects is not available, cumulative impacts may be analyzed using the regional or area-wide growth projections contained in an adopted or certified general plan or related planning document.

In this Draft EIR, cumulative impact analyses are provided for each environmental issue discussed in Chapter 4 (Environmental Impact Analysis), and can be found in each respective subsection (e.g., Air Quality, Traffic, etc.). Table 3-2, Related Projects List, lists the related projects that were considered in each cumulative impact analysis. The related project list consists of all potential projects located within an approximately two-mile radius of the project site. The locations of the related projects are depicted in Figure 3-7, Related Projects Map.

Table 3-2. List of Related Projects

Map #	Project Name	Address	Land Use	Size	
1	Bus Maintenance and Inspection Facility	454 E. Commercial St	General Light Industry	87,120	s.f.
2	Prop Q and F Public Safety Civic Ctr Facility Plan (MTD) [a]	Temple St/Vignes St	Government Building	56	employees
3	Mixed-Use Project (Megatoys)	905 E. 2nd St	Condominium Retail	320 18,716	d.u. s.f.
4	Bar/Lounge	701 E. 3rd St	Bar	8,770	s.f.
5	One Santa Fe Project (Mixed-Use)	300 S. Santa Fe Ave	Apartments Retail Fast-food Restaurant	420 45,000 7,500 7,500	d.u. s.f. s.f. s.f.
6	AMP Lofts	695 S. Santa Fe Ave,, 2051 E. 7th St	Condominium Retail	182 3,000	d.u. s.f.
7	Industrial Park	1005 S. Mateo St	Industrial	94,849	s.f.
8	Hope Condos	1028 S. Hope St	Condo Retail	118 7,000	d.u. s.f.
9	Mangrove Estates Mixed-Use Project	Northeast corner of Alameda St. and 1st St.	Apartment Office Live/Work Community Space Retail	445 500,000 83 25,000 200,000	d.u. s.f. d.u. s.f. s.f.
10	Wholesale mart	1016 S. Towne Ave	Wholesale Market	78,972	s.f.
11	Chinatown Metro Apartments	808 N. Spring St	Senior Apartments	123	d.u.
12	Condo Project	810 E. Pico Bl	Condominium	131	d.u.
13	Condos and retail (VTT67122)	819 S. Santee St	Condominium Retail	96 7,800	d.u. s.f.
14	Mixed-Use (Herald Examiner)	146 W. 11th St	Apartment Condominium Office Retail	20 565 32,670 37,600	d.u. d.u. s.f. s.f.
15	11th and Hill Project	1115 S. Hill St	Condominium Retail	172 6,850	d.u. s.f.

Map #	Project Name	Address	Land Use	Size	
16	Mixed-use	1301 S. Olive St	High-rise Condominium Retail	105 4,500	d.u. s.f.
17	Glass Tower Project	1050 S. Grand Av	Condo Retail Restaurant	151 3,472 2,200	d.u. s.f. s.f.
18	Northeast Tower	315 W. 9th St	Condominium Retail	210 9,000	d.u. s.f.
19	9th/Olive Mixed Use	860 S. Olive St	Condominium Restaurant Retail	353 6,000 18,900	d.u. s.f. s.f.
20	Mixed-Use	948 S. Figueroa St	Apartment Retail	156 7,500	d.u. s.f.
21	FIDM Campus Expansion	939 S. Flower St	College Apartment	95,700 112	s.f. d.u.
22	Apex (Concerto)	900 S. Figueroa St	Condominium Retail	629 27,000	d.u. s.f.
23	Metropolis Mixed-Use	851 S. Francisco St	Condominium Hotel Retail Office	836 480 46,000 988,255	d.u. rooms s.f. s.f.
24	Embassy Tower	848 S. Grand Av	Condominium Supermarket	420 38,500	d.u. s.f.
25	8th / Hope / Grand Project (Eighth and Grand)	609 W. 8th St	Condominium Hotel Restaurant Retail	225 200 32,000 30,000	d.u. room s.f. s.f.
26	8th and Grand Mixed-Use project (Angelena)	W. 8th between Grand and Olive	Condominium Restaurant Retail	875 10,000 34,061	d.u. s.f. s.f.
27	Mixed-used Development	745 S Spring St	Condominium Retail	247 10,675	d.u. s.f.
28	Citi Corp Plaza Phase III	755 S. Figueroa St	Office	792,000	s.f.
29	Mixed-use development	610 S Main St	Restaurant Retail Event Center	13,921 726 726	s.f. s.f. s.f.

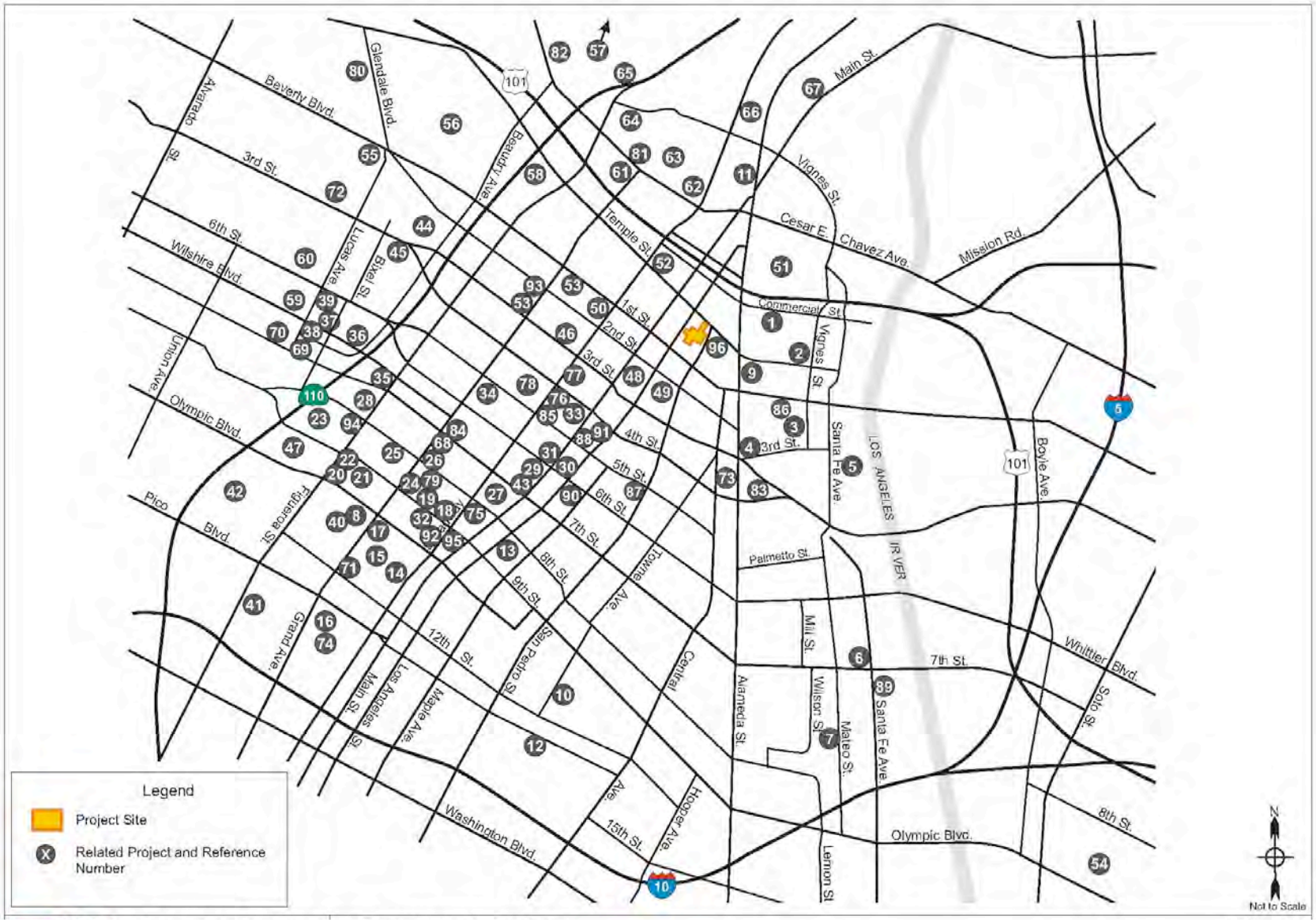
Map #	Project Name	Address	Land Use	Size	
30	Restaurant, retail, and health club (101-131 E 6th St)	133 E. 6th St	Health Club Restaurant Retail	5,066 11,018 8,927	s.f. s.f. s.f.
31	6th and Main Residential Project (Shy Barry Tower II)	601 S Main St	High-rise CondominiumRetail	777 25,000	d.u. s.f.
32	Restaurant and Bar	220 W. 9th St	Restaurant	23,000	s.f.
33	Center Land (El Dorado)	418 S Spring St	High-rise Condominium Hotel Bar Restaurant/Retail Spa	96 122 3,500 10,000 2,000	d.u. rooms s.f. s.f. s.f.
34	Park Fifth Project	501 S Olive St	Condominium Restaurant Retail	900 19,200 19,000	d.u. s.f. s.f.
35	Wilshire Grand Redevelopment	930 Wilshire Bl	Condo Hotel Office Restaurant	100 560 1,500,000 255,000	d.u. rooms s.f. s.f.
36	Mixed-use development	1027 W Wilshire Bl	Condominium Retail	402 4,728	d.u. s.f.
37	Mixed-use (Holland Partners)	1111 W Wilshire Bl	Apartment Retail	214 7,743	d.u. s.f.
38	Office	1130 W Wilshire Bl	Office	86,844	s.f.
39	Bixel and LucasProject	1136 W 6th St	Apartment Retail	725 39,999	d.u. s.f.
40	Amacoan Project	1133 Hope St	Condo Restaurant	159 6,827	d.u. s.f.
41	The Advant	13404-1360 S. Figueroa St 1355-1365 S. Flower St	Apartment	440	d.u.
42	Farmers Field	L.A. Live Way/Chick Hearn Ct.	Stadium	72,000	seats
43	Theater/Restaurant	650 S. Spring St	Theater	40,000	s.f.
44	LAUSD - Central LA High School #12	1211 W Miramar St	High School	500	students

Map #	Project Name	Address	Land Use	Size	
45	Mixed-use	1234 W 3rd St	Apartment Retail	363 7,740	d.u. s.f.
46	Kawada Tower (Zen)	250 S Hill St	Condominium Retail	330 12,000	d.u. s.f.
47	Marriott - South Park	Olympic Bl. and Francisco St.	Hotel	392	rooms
48	Vibiana Lofts	225 S. Los Angeles St	Condominium Retail	300 3,400	d.u. s.f.
49	Little Tokyo Block 8 Project	200 S Los Angeles St	Condominium Apartment Retail	570 280 50,000	d.u. d.u. s.f.
50	Federal Office Building and Federal Courthouse	southwest corner of 1st St and Broadway	Government Office	775	s.f.
51	Union Station Master Plan - Phase 1	Union Station	Office Retail Restaurant	900,000 136,000 100,000	s.f. s.f. s.f.
52	Hall of Justice	211 W Temple St	Hall of Justice Bldg	456,900	s.f.
53	Grand Avenue Implementation Plan	100 S Grand Av Parcel Q, Parcel W, Parcel L/M-2	Apartment Condominium Hotel Retail Government Office	412 1,648 275 449,000 681,000	d.u. d.u. room s.f. s.f.
54	Boyle Heights Mixed Use Phases 1 and 2	2901 E. Olympic Bl	Apartments/Condo Retail Office Medical Office	2,102 174,000 75,000 25,000	d.u. s.f. s.f. s.f.
55	Beverly + Lucas Project	1430 W Beverly Bl	Apartment	157	d.u.
56	LAUSD CLAHS #11 HRD/PDC	1200 W Colton St	Office	25,500	s.f.
57	LA Dodger Stadium the Next 50 Years	1000 W. Elysian Park Ave	Retail Restaurant Museum Office	23,750 38,490 35,570 138,565	s.f. s.f. s.f. s.f.
58	Mixed-use (Da Vinci)	327 N Fremont Av	Apartment Retail	600 30,000	d.u. s.f.
59	New Medical Office (Good Samaritan)	1239 W. Wilshire Bl	Medical Office	56,450	s.f.

Map #	Project Name	Address	Land Use	Size	
60	Condominium Project	456 Witmer St	Condominium	39	d.u.
61	Bunker Hill Mixed-Use	720 W Cesar E Chavez Av	Condominium Restaurant Retail	272 8,000 6,431	d.u. s.f. s.f.
62	Chinatown Gateway Project	639 N. Broadway	Apartment Retail	280 22,000	d.u. s.f.
63	Lotus Garden	715 N Yale St	Apartment	65	d.u.
64	Apartment Project	833 W Bartlett Street	Apartment	16	d.u.
65	Hai Wei Condominiums (TT67738)	855 N Figueroa Terr	Condominium	102	d.u.
66	Blossom Plaza - Mixed use project	900 N Broadway	Condos Retail Restaurant	223 25,000 15,000	d.u. s.f. s.f.
67	Chinatown condos	1101 N Main St	Condominium	300	d.u.
68	Mixed Use	710 S. Grand Av	Apartments Retail Restaurant	700 27,000 5,000	d.u. s.f. s.f.
69	Lucas Ave and 7th St Mixed-Use	1135 W. 7th St	Condo Retail	130 7,037	d.u. s.f.
70	Witmer Project	1247 W. 7th St	Condo Retail	186 7,200	d.u. s.f.
71	Mixed Use	1150 S. Grand Av	Condo Retail Restaurant	351 12,500 12,500	d.u. s.f. s.f.
72	Mixed-Use Project	1435 W. 3rd St	Apartment Retail	122 5,000	d.u. s.f.
73	Bowling Alley	333 S. Alameda St	Entertainment Center	40,800	s.f.
74	Condominium Project	1340 S. Olive St	Condominium	150	d.u.
75	Broadway Apartment Complex	806 S. Broadway	Apartment	9	d.u.
76	Title Insurance Building	433 S. Spring St	Condominium	250	d.u.
77	Banco Popular Building	354 S. Spring St	Apartment	212	d.u.
78	Hotel Clark Building	426 S. Hill St	Hotel	347	rooms
79	Omni Tower	888 S. Olive St	Apartment	283	d.u.
80	PWC Family Housing	153 N. Glendale Bl	Apartment	45	d.u.

Map #	Project Name	Address	Land Use	Size	
81	Walmart - Chinatown	701 W. Cesar Chavez Ave	Supermarket	33,000	s.f.
82	MWD Building	1111 Sunset Bl	Apartment	92	d.u.
83	Artist Lofts	4th St east of Alameda St	Apartment	53	d.u.
84	Brockman Lofts	530 W. 7th St	Apartment	82	d.u.
85	Chester Williams Building	Broadway/5th St	Apartment	88	d.u.
86	Gallery Lofts	120-130 S. Hewitt St	Condominium	33	d.u.
87	Gateway Apartments	southwest corner San Pedro/5th St	Apartment	108	d.u.
88	New Genesis	458 S. Main St	Apartment	106	d.u.
89	Seven and Bridge	712 Santa Fe Ave	Apartment	78	d.u.
90	Star Apartments	240 E. 6th St	Apartment	102	d.u.
91	Winston Building	117 Winston St	Apartment	43	d.u.
92	ACE Hotel (United Artists Theater)	933 S. Broadway	Hotel	180	rooms
93	The Broad	Grand Ave/GTK Way	Museum	93,000	s.f.
94	Mixed Use	845 S. Figueroa St	Office Supermarket	75,000 25,000	s.f. s.f.
95	Sparkle Factory	908 S. Broadway	Retail Manufacturing	3,000 20,800	s.f. s.f.
96	Art Park	Southeast corner of Judge John Aiso St. and Temple St.	Park	--	--

Source: KOA Corporation, 2012.
Notes:
s.f. is “square feet”
d.u. is “dwelling units”



Source: KOA Corporation, 2012.

Figure 3-7
Related Projects Map

Chapter 4

Environmental Impact Analysis

4.1 Aesthetics

This section evaluates the effects of the proposed project relative to visual quality and aesthetics, and includes technical information based on field reconnaissance. It also discusses the associated plans, policies, and designated design and historic districts that have been officially adopted that characterize the visual setting in which the proposed project would occur.

4.1.1 Regulatory Setting

The proposed project would be subject to a number of local plans, policies, and regulations related to visual character, including the Citywide General Plan Framework Element, the Central City Community Plan, the City of Los Angeles Walkability Checklist, the Citywide Urban Design Guidelines, the Los Angeles Municipal Code, and the guidelines established by the City of Los Angeles Cultural Affairs Commission.

Citywide General Plan Framework Element

As it relates to the evaluation of aesthetics and views, the Urban Form and Neighborhood Design chapter establishes a goal of creating a livable city for existing and future residents with interconnected, diverse neighborhoods (Goal 5A). Also within the General Plan Framework, the Open Space and Conservation Chapter calls for the use of open space to enhance community and neighborhood character (Objective 6.2). The policies in this chapter recognize that there are communities where open space and recreational resources are currently in short supply and, therefore, suggests that pedestrian-oriented streets and small parks, where feasible, might serve as important resources for meeting the open space and recreation needs of residents (Policy 6.2.1).

Applicable objectives from the Urban Form and Neighborhood Design Chapter and the Open Space and Conservation Chapter address such issues as pedestrian activity and orientation, transitions in building height, landscaping and landscape buffers, ground floor uses, sidewalks and other streetscape elements, and open space.

Central City Community Plan

Among other purposes, the Community Plan guides development to create a healthful and pleasant environment. Chapter III, Land Use Policies and Programs, includes a number of objectives and policies that address the visual aspects of new development. Chapter V, Urban Design, of the Community Plan acknowledges that the design of the buildings in the Downtown area has not adequately addressed the planning concepts of well-designed streets, squares, and parks that are essential for a pedestrian-friendly city. The Community Plan provides broad urban design objectives for each district in the Community Plan area. The Community Plan currently does not have urban design objectives for the Civic Center district, which encompasses the project site, but does outline several objectives for the neighboring Little Tokyo district to the southeast. These include maintaining the integrity of the Japanese-American cultural and residential-commercial community, maintaining and improving pedestrian linkages between neighboring districts, developing the Central Art Park, and increasing pedestrian-friendly streetscapes.

City of Los Angeles Walkability Checklist

The Walkability Checklist specifies urban design guidelines that are generally applicable to all projects requiring discretionary approval for new construction. The Walkability Checklist consists of objectives, goals, and implementation strategies regarding various design elements that are intended to improve the pedestrian environment, protect neighborhood character, and promote high quality urban form. Such topics as sidewalks, crosswalks/street crossings, on-street parking, utilities, building orientation, off-street parking and driveways, on-site landscaping, building facades, and building signage and lighting are addressed and should be considered in the design of a project.

Citywide Design Guidelines

The Citywide Design Guidelines were adopted by the City Planning Commission for use in reviewing applications for commercial, multi-family, mixed use, and industrial projects. The Commercial Guidelines, dated May 2011, serve to implement the 10 Urban Design Principles, a part of the Framework Element. These principles, listed below, are a statement of the City's vision for the future of Los Angeles, providing guidance for new development and encouraging projects to complement existing urban form in order to enhance the built environment in Los Angeles. The 10 Principles of Urban Design listed in the Citywide Design Guidelines are the following:

1. Develop inviting and accessible transit areas.
2. Reinforce walkability, bikeability, and well-being.
3. Nurture neighborhood character.
4. Bridge the past and the future.
5. Produce great green streets
6. Generate public open space.
7. Stimulate sustainability and innovation in our city.
8. Improve equity and opportunity.
9. Emphasize early integration, simple processes, and maintainable solutions.
10. Ensure connections.

The Commercial Citywide Design Guidelines include six objectives that are applicable to the proposed project:

Objective 1: Consider neighborhood context and linkages in building and site design.

Objective 2: Employ high quality architecture to define the character of commercial districts.

Objective 3: Augment the streetscape environment with pedestrian amenities.

Objective 4: Minimize the appearance of driveways and parking areas.

Objective 5: Include open space to create opportunities for public gathering.

Objective 6: Improve the streetscape by reducing visual clutter.

Downtown Design Guide

With the exception of the Historic Downtown District, which is governed by the Historic Downtown Los Angeles Design Guidelines (2002), the Downtown Design Guide (DDG) (City of Los Angeles 2009) provides guidelines for all of downtown. Its overarching goal is to create a better and more livable downtown, in part by promoting sustainable development with a focus on walkability and the formation of great streets, neighborhoods, and districts offering good connections to transit. Implemented by the Department of City Planning, Department of Transportation, and Department of Public Works, the DDG is tailored to protect and enhance the character of downtown's streetscapes while respecting the contributions to those streetscapes made by historically significant districts and buildings (i.e., massing, scale, and design context). Outside of the Historic Downtown District, DDG guidance has primacy with respect to other potentially conflicting downtown design policy. It is intended for application in conjunction with the City's street standards and emphasizes mobility alternatives to the automobile.

The DDG contains 11 topic areas. The topic areas include sidewalks and setbacks, ground-floor treatment, parking access, massing and streetwall, on-site open space, architectural detail, streetscape improvements, signage, sustainable design, public art, and civic and cultural life.

Los Angeles Municipal Code

The Los Angeles Municipal Code (LAMC) sets forth regulations and standards regarding the allowable type, density, height, and design of new development projects; particularly Chapter 1, General Provisions and Zoning, provides development standards for the various zoning districts in the City of Los Angeles. In addition, the LAMC also sets forth specific regulations regarding lighting that include the following:

- **Chapter 1, Article 2, Section 12.21 General Provisions, paragraph A, Section 5, Park (k)** restricts light spill onto adjacent properties and provides minimum luminance levels for safety within and around parking facilities.
- **Chapter 1, Article 7, Sec. 17.08 C** states that plans for street lighting shall be submitted to and approved by the Bureau of Street Lighting for subdivision maps.

City of Los Angeles Cultural Affairs Commission

The Mayor-appointed Cultural Affairs Commission serves as an advisory body to the City's Cultural Affairs Department. The Cultural Affairs Commission approves the design of structures built on or over City property, or which directly affect public land or right-of-way, and reviews and accepts works of public art proposed for acquisition by the City. The Cultural Affairs Commission exercises its discretion in accordance with the June 2008 Public Art, Architecture, Landscape and Urban Design Review Guidelines. Projects submitted for review are subject to one of four categories of guidelines (public art, architecture, landscape architecture, or urban design), but it is acknowledged that all the guidelines are mutually supportive and should be considered together in the design of any development within or affecting the public realm. The issues addressed within each category of guidelines include the following:

- Urban Design: Critical assessment of place; incremental development of a vibrant and hospitable public realm; pedestrian primacy; street envelope; building massing and site disposition; city lighting and streetscape amenities; new media; and mandatory preliminary early review.
- Landscape: Natural systems; urban plant ecology; open space networks and corridors; variety of gathering spaces; site boundaries; new media; and mandatory preliminary early review.
- Architecture: Encourage evocative design; ensure public realm improvement and activity; design buildings with ample open space and landscape; establish pedestrian-friendly site circulation; enhance defensible perimeters; provide façade interest; consider public lighting opportunities; promote sustainability; integrate the public art component early on; incorporate high quality signage, wayfinding and graphic components; and encourage and provide preliminary early review.
- Public Art: Artist-focused, expansive selection process; distinguish public artist selection from traditional design procurement; art panel qualifications; develop and expand the public artist pool; early artist selection; art and architecture process integration; artist independence; art maintenance; temporary public art projects; media and advanced technologies multiple sites and portable art; and articulation of artistic intent.

4.1.2 Environmental Setting

The project area is within the Civic Center and abuts the Little Tokyo neighborhood. Both neighborhoods occur within the larger Central City Community Plan Area — a 3.3-square-mile district that that is bounded by the Interstate 10 freeway on the south, SR-110 freeway on the west, Cesar Chavez Boulevard on the north, and Alameda Street on the east, and which includes commercial, residential, governmental, and industrial land uses. The project area setting within the Civic Center, by contrast, overwhelmingly consists of governmental and civic land uses. The Little Tokyo neighborhood is located southeast of the project site, and is generally east of Judge John Aiso and San Pedro Streets, centered along 1st Street. It is considered to be a cultural and symbolic center for the Japanese-American community, and a portion of the neighborhood is within the boundaries of the Little Tokyo Historic District. The project area is within the "Civic Center" design district as depicted in Figure 1.1 of the City of Los Angeles Downtown Design Guide (DDG) (June 2009). As delineated in the DDG, the Civic Center is bounded by U.S. 101 Freeway on the north; Alameda Street and Judge John Aiso Street on the east; Temple and 1st Streets on the south, and the I-110 freeway on the west. It is densely urban in character and developed with a combination of government office buildings affiliated with municipal, county, state, and federal agencies/departments, public open space, the Cathedral of Our Lady of Angels, the County Heating/Refrigeration Plant (northwest corner of Temple Street and Broadway), parking lots, and the Music Center (between Grand Avenue and Hope Street) -- a civic cultural complex, which includes three theaters housing theatrical, concert, and opera productions, restaurants, and a partially below-ground parking garage.

The DDG defines the Little Tokyo Historic District (LTHD) and the Civic Center as distinct urban design districts. The area south of 1st Street, between San Pedro and Hill Streets north from 3rd Street, is identified as Civic Center South in the DDG. It contains two large-scaled government buildings that are in close visual proximity to the project site: the Caltrans District 7 Headquarters building (1st Street, between Los Angeles and Main Streets) and the Los Angeles Police Headquarters facility (1st Street, between Main and Spring Streets).The DDG depicts the LTHD and the Civic Center as respectively occupying the southeasterly and northeasterly portions of the block bounded by

Judge John Aiso and Alameda Streets – the Civic Center design district extending along Temple Street east of Judge John Aiso Street and terminating at Alameda Street. In visual terms, however, Judge John Aiso Street serves as a clear demarcation between the grouping of large-scaled, landscaped, government office and civic buildings (e.g., Parker Center) located west, as distinguished from the smaller-scaled LTHD commercial and institutional buildings located east (see Figure 4.1-1).

The project site, located on the block bounded by 1st, Judge John Aiso, Temple, and Los Angeles Streets, is developed with the existing 8-story Parker Center building (1958), the neighboring 911 Call Center building on the south (along 1st Street), Rev. Howard Toriumi Plaza – a vest pocket park that sits atop a 300-vehicle parking garage – also to the south (at the northwest corner of Judge John Aiso and 1st Streets), and the Metro Detention Center facility to the north (see Figure 4.1-5). The Metro Detention Center facility (2009) abuts the Parker Center building to the north. The Parker Center building is a visual landmark in its setting near the far eastern border of the Civic Center. It is also considered to be a significant example of Modern architecture and was listed in the California Register of Historical Resources as a contributing architectural and historical resource within the Los Angeles Civic Center Historic District (see Figures 4.1-1, 4.1-2, 4.1-3, and 4.1-4).

Figure 4.1-1. Judge John Aiso Street, View Looking South (at Temple St.)
Parker Center (on the right) and the San Pedro Firm Building (mid-frame/center).



Source: ICF International. August 2012.

Figure 4.1-2. Parker Center Property, View Looking Southwest (at Temple St.)



Source: ICF International. October 2012.

Figure 4.1-3. Parker Center and Toriumi Plaza, View Looking Northwest (from Judge John Aiso Street)



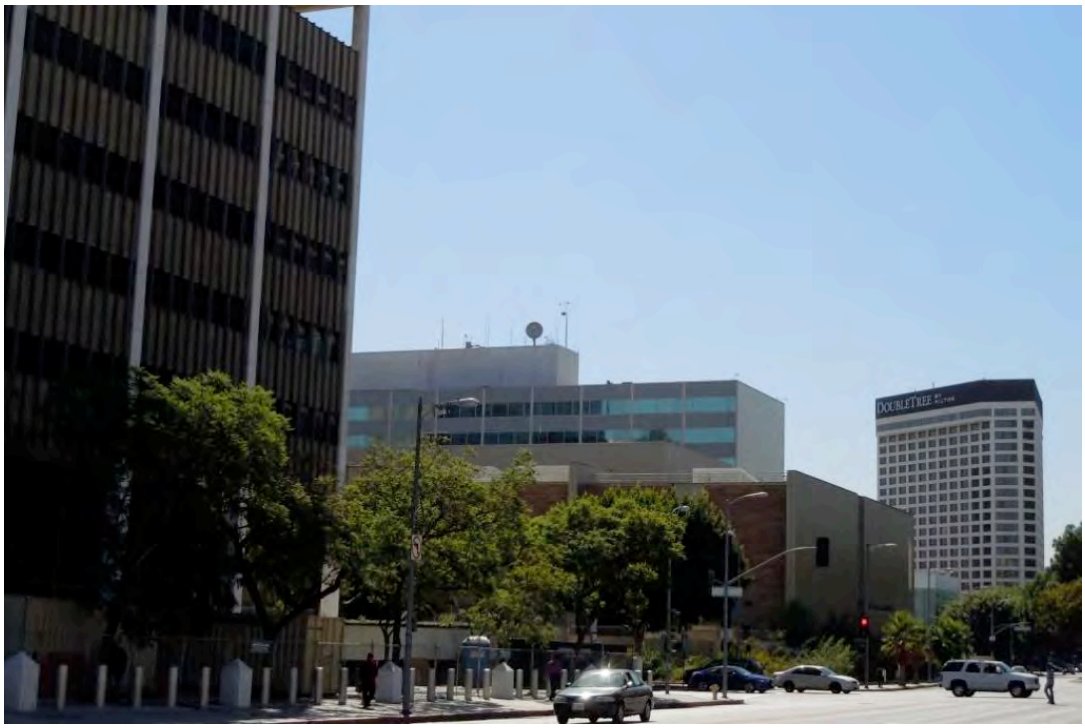
Source: ICF International. October 2012.

Figure 4.1-4. Parker Center, View Looking Northeast Across Los Angeles Street



Source: ICF International. October 2012.

Figure 4.1-5. Metro Detention Center/Parker Center, View Southeast, Los Angeles Street at Temple Street



Source: ICF International. October 2012.

Familiar nearby points of reference include Los Angeles City Hall, which is located approximately 500 feet to the west, and Los Angeles Union Station, which is located approximately 0.3 mile to the northeast.

A majority of the land uses surrounding the project site on the west and north are public facilities, and are zoned as such (PF-2D); however, commercially zoned (C4-2D) land uses are located on the parcel located to the east across Judge John Aiso Street within the LTHD. These land uses include commercial office space, retail commercial, restaurants, a satellite facility of the Museum of Contemporary Art (MOCA), and the Japanese American National Museum.

Some residential land uses are located south and southeast of the project area along East 1st and East 2nd Street (e.g., Higgins Building Lofts), as well as on the upper floors of the San Pedro Firm Building (108 Judge John Aiso Street), which is located southeast across Judge John Aiso Street from the project site.

Civic Center Historic District

As part of the Regional Connector Transit Corridor EIS/EIR (2010) an historic resources survey was done of the Civic Center. That analysis identified 20 properties within the Civic Center that were deemed eligible for the California Register of Historical Resources (CRHR) and/or the National Register of Historic Places (NRHP). The list of resources is in the Determination of Eligibility and Finding of Effect, dated June 1, 2010. Eligibility criteria for CRHR and NRHP is based on design as well as associations with significant individuals, historical events, or broader cultural historical associations. Those historic resources in the Civic Center that are significant, in part, based on their architectural design should be considered visual resources for the purposes of CEQA. These resources include Los Angeles City Hall (200 N. Spring Street), City Hall South (111 East 1st Street), the Federal Building at 300 N. Los Angeles Street, Hall of Justice/Old County Jail (211 W. Temple Street), as well as the Parker Center building on the project site. Although located outside of the boundaries of the Civic Center, and occurring within the Little Tokyo Historic District (LTHD), other historic properties that are adjacent to the project side include the Mark Kuwata Real Estate Building (104-106 Judge John Aiso Street), San Pedro Firm Building (108 Judge John Aiso Street), and the Japanese Union Church/Cultural Arts Center (120 Judge John Aiso Street). These LTHD properties are significant based primarily on their Japanese-American cultural historical associations, and not based on architectural design excellence, and thus, are not considered visual resources as part of this visual impact analysis.

Land Forms and Overall Visual Character

In topographic terms, the Civic Center is on an alluvial outwash of the main channel of the Los Angeles River at the northern margin of the Los Angeles basin. It is also defined, however, by the Elysian Hills, which are on the western and northwestern edges of downtown. Due to the presence of the Elysian Hills, the topography within the Civic Center slopes downward in an easterly direction towards the Los Angeles River from its highest elevations between Figueroa and Hope Streets (approximately 300 feet above mean sea level), then drops approximately 40 feet between Hope and Los Angeles Streets, where, to casual observers, the terrain extending east from there to the Los Angeles River, appears to be essentially flat (at approximately 260 feet above mean sea level).

The Civic Center is characterized by large-scale buildings in a diverse array of architectural styles with little overall design unity - its buildings ranging in height from the lower-scale at the Music Center located towards the western border of the Civic Center (Figure 4.1-6), to high-rise office buildings, further east, that typically range from between 8 to 28 stories in height. Often, these are

set back from streets and feature landscaped areas on some or all sides. Landscaped areas on the building properties, as well as tall mature trees in the public right-of-way, give many portions of the district a park-like feeling, and also serve to disrupt sightlines across Civic Center along Temple and 1st Streets from west to east (see Figures 4.1-7).

Within the eastern half of the Civic Center, one block west of the project site, is Los Angeles City Hall. Completed in 1928, this 28-story building, with its white terra cotta/white granite exterior, is an official City historic cultural monument and is considered to be one of Los Angeles' most emblematic structures. Located between the project site and Los Angeles City Hall, in the block bounded by Main Street on the west and Los Angeles Street on the east, are City Hall South (8 stories) and City Hall East (17 stories). The City Hall East building has a contemporary design (1973); it has rectangular-shaped pre-cast recessed concrete panels with built-in, fixed-sash, tinted-glazed windows. A plaza, which is elevated above street level along Los Angeles Street, is located to the north and south. City Hall South and the City Hall East building and plaza obstruct most mid-block views between Los Angeles City Hall and the project site (see Figure 4.1-8). This plaza is connected to the Los Angeles Mall complex (across Temple Street to the north) and forms a park at the rooftop level above a partially below-ground public parking garage; it is formally known as Mayor Fletcher Bowron Square. To account for grade changes east-to-west, the plaza that is part of the City Hall East property is raised above street level along Los Angeles and Temple Streets and is more or less at-grade along Main Street (western boundary).

Figure 4.1-6. Civic Center, View South, from Grand Avenue
City Hall (mid-frame and center), City Hall East (behind and center), and the Criminal Courts building (left and mid-frame) terminate east/west vistas at this vantage.



Source: ICF International. August 2012.

Figure 4.1-7. View West Along Temple Street (at Judge John Aiso Street)



Source: ICF International. August 2012.

Figure 4.1-8: View North Along Los Angeles Street (at 1st Street)
Parkway Ficus trees obscure views of Parker Center and the 911 Call Center (mid-frame right).



Source: ICF International. October 2012.

South, across First Street, and approximately 300 feet from the project site is the 21-story Hotel New Otani (120 S. Los Angeles Street) and its outdoor plaza area (along 1st Street). Between the Hotel New Otani and the 15-story California Bank and Trust (Kajima) Building, at the southwest corner of San Pedro/Judge John Aiso and 1st Streets, is a grouping of small-scaled early twentieth-century, two- and three-story commercial buildings, some with upstairs single-room-occupancy (SRO) apartment units (see Figure 4.1-9 through Figure 4.1-11).

Figure 4.1-9. View East Along 1st Street (at Astronaut Onizuka Street)
The southern edge of Toriumi Plaza can be seen mid-frame, left of center.



Source: ICF International. August 2012.

Figure 4.1-10. View West Along 1st Street (just west of Judge John Aiso Street). Toriumi Plaza is to the right, just outside this photo vantage.



Source: ICF International. October 2012.

Figure 4.1-11. Toriumi Plaza, View North (from 1st Street).



Source: ICF International. September 2012.

North, across Temple Street, is Mayor Fletcher Bowron Square (plaza and parking garage) as well as federal and state office buildings that extend eastward (along Temple Street) to Alameda Street (see Figure 4.1-12 and Figure 4.1-13). Bowron Square is a passive recreation park and is well-landscaped with shrubbery, flowers, and hedges in planter boxes, as well as medium-height deciduous trees that serve to partially screen the park from views from the east (see Figure 4.1-13). The 7-story 1964 Federal Office building (300 N. Los Angeles Street) is at the northeast corner of Temple and Los Angeles Streets. To the east, is the Edward Roybal Center and Federal Building – a 22-story stepped skyscraper that is 366 feet tall. Located between it and Alameda Street, along the north side of Temple Street, is the Greater Los Angeles Ambulatory Care Center – a large 6-story building that is loosely triangular in plan, and which has minimal setbacks along both Temple and Alameda Streets (see Figure 4.1-14). The height of these buildings and the density of their placements serve to obstruct nearly all north-south views from the U.S. 101 freeway side of the block (north) to the project site (south). Thus, with the exception government office workers whose offices overlook the north side of Temple Street with direct south-facing views looking across Temple Street, most other south-facing views beyond Temple Street (i.e., further north) would be largely screened.

Vegetation within the Civic Center largely consists of mature, non-native ornamental evergreen plaza and parkway trees (in particular, *Ficus benjamina* and pines), grass turf, evergreen shrubbery, and groundcover located in the garden plazas bordering office buildings. Dark green colors are predominant. Off-white is the predominant building color within the district, with some of the buildings exhibiting colors within the buff, tan, and pale rose color range.

Figure 4.1-12. View South along Los Angeles Street (at Arcadia St/U.S. 101)
The 300 N. Los Angeles Street Federal Building is on left/Bowron Square in on right. Although located only one block south, Parker Center and Metro Detention Center can scarcely be seen from this vantage.



Source: ICF International. August 2012.

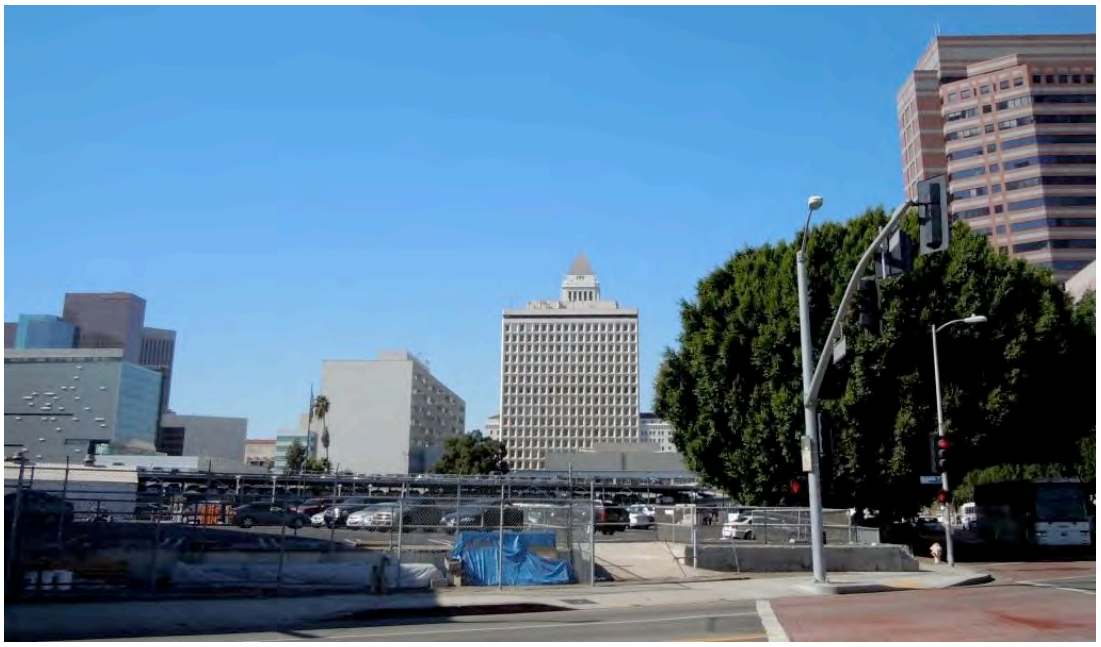
Figure 4.1-13. Bowron Square, View Looking Southeast, Toward Parker Center and Metro Detention Center



Source: ICF International. August 2012.

Figure 4.1-14. View West along Temple Street (at Alameda Street)

Views of Parker Center, City Hall and City Hall East are partially screened at this vantage due to the parkway Ficus trees, and buildings on north side of Temple Street block views from farther north.



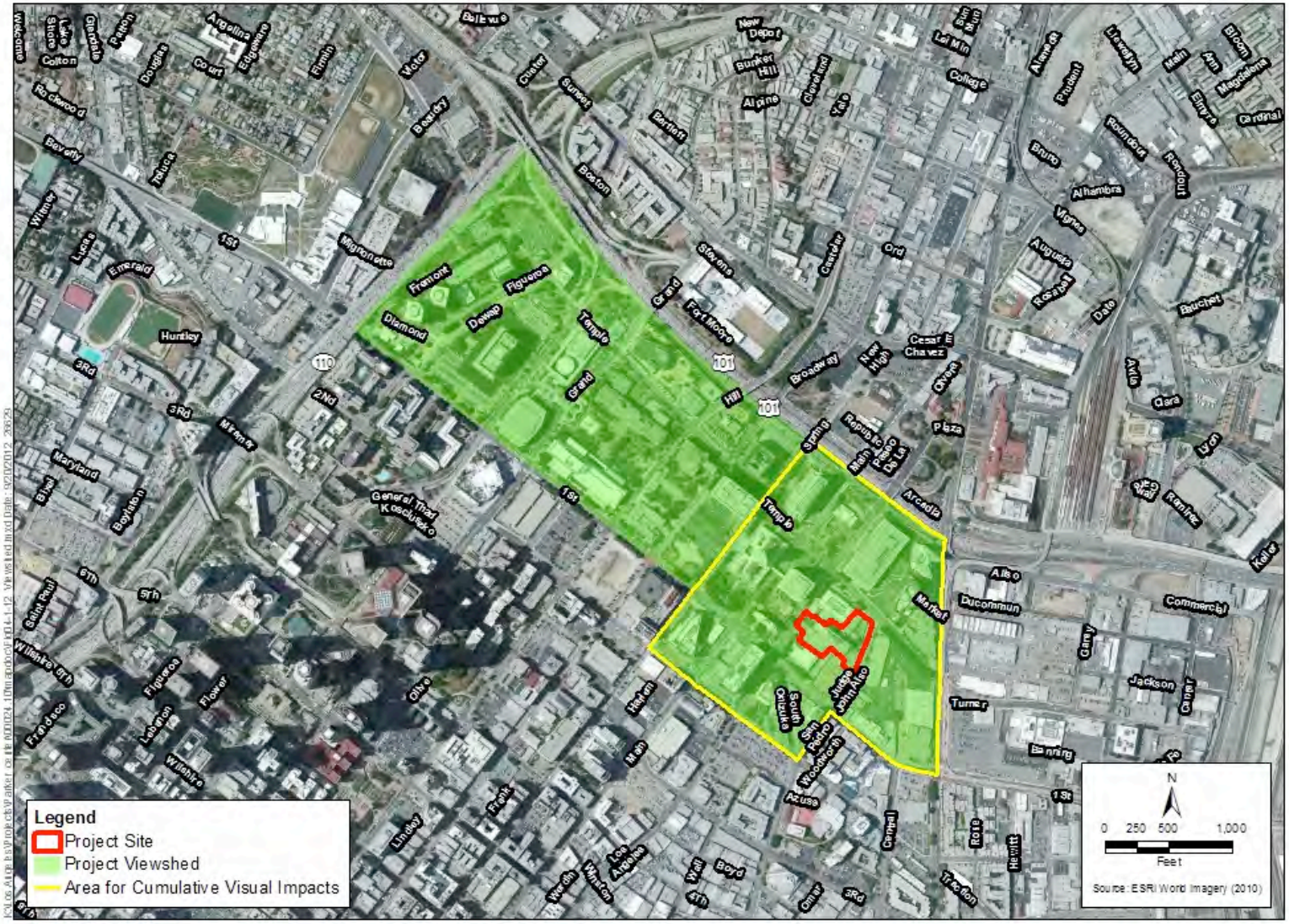
Source: ICF International. October 2012.

The City of Los Angeles General Plan does not identify any potential scenic vistas within the Civic Center or Little Tokyo. The closest scenic highways identified in the General Plan include Stadium Way (approximately 1.5 miles to the west of the 110 and I-5 freeways), a portion of Silver Lake Boulevard bordering Silver Lake Reservoir (approximately 2.5 miles northwest of the project site), and Adams Boulevard (west from Figueroa Street, and approximately 2.5 miles southwest of the project site). All of these scenic highways are well outside of the project viewshed (see Figure 4.1-15).

A **viewshed** comprises all the surface areas visible from an observer's viewpoint.

First Street, between Boyle Heights and Hoover Street, is a combination Class II Bikeway and Commuter Bikeway in the Transportation Element of the City of Los Angeles General Plan (August 1996). This thoroughfare borders the southern boundary of the Civic Center design district and is projected to support an increasing number of recreational and commuting bicyclists in the future. Bicyclists are considered to be a moderately sensitive viewing group.

Figure 4.1-15. Viewshed



Source: ICF International, 2012.

Viewer Groups

Viewer groups include government office workers, tourists, residents, and bicyclists.

Viewer groups within the Civic Center consist overwhelmingly of government office workers who can view the project site from their work places. Office workers are considered to be only moderately sensitive to changes in the visual environment because their primary focus is on work place activities rather than views.

A small portion of the viewer groups include people conducting business at the Civic Center, including members of the general public, consultants, attorneys, and jurists taking meal breaks during trials at nearby courthouses. These viewers vary in their degree of familiarity with the visual setting, and their sensitivity ranges from low to moderate.

The Civic Center has many roadways (e.g., 1st and Main Streets), some of which provide direct access to the regional freeway system; therefore, viewers include a large number of commuting rush-hour motorists with only fleeting opportunities to view the built environment. The level of sensitivity of commuters is generally considered to be low. Government office workers also become commuters at times when they are walking, bus passengers, or driving to and from their places of work. Workers who walk to and from their places of work, or who combine walking with public transit use, are considered to have moderate to high levels of sensitivity as viewers because they have greater time to view the built environment around them over a long period of time. By contrast, government office workers who are commuting motorists are deemed only low-to-moderately sensitive because, due to the frequent demands of driving in traffic, their attention is focused on the road.

Though smaller in numbers, viewers in the project viewshed include tourists visiting nearby Olvera Street, City Hall, Little Tokyo, the Cathedral of Our Lady of Angels, and the Music Center. A majority of these viewers arrive at the Civic Center by automobile; a minority of them using public transit (e.g., train service to and from Union Station) and walk through the Civic Center. Tourists are considered to be moderately sensitive/sensitive because they are travelling for pleasure (e.g., sightseeing activities), based on their degree of familiarity with the visual resources in the Civic Center.

Residents comprise a very small number of viewers within the project viewshed. Nearby residences are typically single-room occupancy apartment units in buildings housing first-floor commercial uses. These include the San Pedro Firm Building (108 Judge John Aiso Street), which is approximately 150 feet southeast of the project location, as well as similar units on the second and third floors of the early twentieth-century commercial buildings along the south side of 1st Street — approximately 300 south of the project location. The Higgins Building Lofts, at Main and 2nd Streets, are located in the next closest residential building; however, due to the distance away (approximately 1,000 feet) and highly constrained sight lines to the project location, due to intervening development, these residents would not be able to view the project site.

Bowron Square functions as a Downtown park for passive recreational use. It is used by a small number of office workers from nearby buildings as a place to sit, read, and eat lunch, and as a resting place for some of Downtown's homeless population. On weekends, Bowron Square serves informally as an encampment site for a small homeless population.

The southeast corner of Temple and Judge John Aiso Streets is currently a municipal parking facility with both asphalt-paved surface parking and garage parking in the so-called "Tinker Toy" parking structure (refer again to Photo 4.1-1). Related Project No. 96 (see Table 3-2 in Chapter 3, Project Description) calls for the future creation of the Art Park at this location, which would include a landscaped and paved plaza with public art displays adjacent to the 442nd Infantry Regimental Combat Team Memorial, honoring the contributions made by Japanese–American soldiers during World War II.

Although their numbers are expected to increase in the future (as proposed in the City bikeway plan contained in the General Plan's Transportation Element), at present, only a small number of commuters travelling through the Civic Center are bicyclists. Bicyclists are considered to be moderately sensitive because of their degree of familiarity with the visual resources in the Civic Center.

4.1.3 Environmental Impact Analysis

4.1.3.1 Methodology

This analysis generally follows the guidelines outlined in the publication Visual Impact Assessment for Highway Projects, Federal Highway Administration (FHWA), March 1981, which states the following:

- Define the project setting and viewshed.
- Identify key views for visual assessment.
- Assess existing visual resources and viewer response.
- Depict the visual appearance of project alternatives.
- Assess changes to visual resources and predict viewer response to those changes.
- Assess the visual impacts of project alternatives.
- Propose methods to mitigate adverse visual impacts.

This analysis has been prepared in accordance with the objectives and methods described in the FHWA visual impact assessment guidelines. Consistent with FHWA guidance, in assessing a project's potential to adversely affect visual quality, the following steps have been taken:

Visual quality refers to the aesthetics of the view.

- The visual environment and existing landscape characteristics within the visual resources study area have been defined and documented. The visual environment has been evaluated for both the existing condition and the future planned condition.
- Applicable planning documents (e.g., general plans, planning and zoning codes, etc.) have been reviewed for pertinent policy and guidance information.
- Major viewer groups have been identified, and anticipated viewer responses have been documented.
- Typical views for the visual assessment have been identified, based on the actual and anticipated responses of representative viewers.

- Review of the project description, and conceptual design plans took place, and the type and degree of visual changes expected to result in the visual resources study area have been documented.
- Design recommendations for specific project features and locations were reviewed to enhance the visual environment for stationary and transient viewers.
- Appropriate mitigation measures have been identified.

In addition, the L.A. CEQA Thresholds Guide (2006) screening criteria for assessing shade/shadow impacts — including the Guide's significance thresholds and evaluation methodology — were used as part of this visual assessment because they are much more detailed and specific to a Los Angeles design context and the project site conditions than is the shade/shadow impact guidance provided by the FHWA. The linear distances separating shade/shadow-sensitive uses from the project site under the project alternatives and the anticipated shade paths at the time of the Winter Solstice (December 22) and Summer Solstice (June 21), at which times, shadow/shadow impacts are considered to be their most extreme.

A number of variables affect the degree of visibility, visual contrast, and the ultimate aesthetic impact of a project. Such variables include the scale and size of facilities, distances and viewing angles, color and texture, and the influences of adjacent scenery or land uses. Even where visible, viewer response and sensitivity vary depending on viewer attitudes and expectations. Viewer sensitivity is distinguished in adjacent recreation areas, commercial and office areas, and residential buildings, with residents considered to have the highest potential for sensitivity, while recreation area visitors and commercial/office workers and visitors generally possess low levels of sensitivity, in part, because viewer activities can either encourage a viewer to observe the surrounding area more closely (e.g., driving for pleasure) or discourage close observation (e.g., commuting in heavy traffic).

Key Views and Landscape Units

The landscape unit approach is useful when a highway or railroad project traverses visually distinct settings that can be readily defined geographically, whereas the key view approach is useful when the views are largely homogeneous throughout the viewshed. In contrast to highway or railroad projects that call for improvements along a corridor, the key view approach can be adopted for a densely urbanized and developed setting in which development on a specific parcel is proposed. Due to the heterogeneous character of the viewshed and the constrained sight lines to the project area from other portions of the Civic Center, this assessment uses a key view approach in lieu of the landscape unit approach.

A **landscape unit** is a specific portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit often corresponds to a place or district that is commonly known among local viewers.

A **key view** is a point from which a select view is analyzed from the perspective of potential key viewer groups.

The limits of a viewshed are the visual limits of the views from the project site. The viewshed also includes the locations of viewers likely to be affected by visual changes brought about by the proposed project.

Changes in the quality and character of visual resources in the viewshed are assessed with respect to viewer response, as discussed below.

Determining Quality and Character of Visual Resources

Identify Visual Character — The visual character of a view is described by the topography, land uses, scale, form, and natural resources depicted in the view. The assessment of the visual character is descriptive because it is based on defined attributes such as physical traits — including form, color, line and texture (pattern elements), as well as pattern character traits, the dominance, scale, and diversity or continuity of visual elements.

Assess Visual Quality — Determining the quality of a view is subjective because it is based, in part, on the viewer's values and notions about what constitutes a quality setting. In an effort to establish an objective framework, this analysis applies the evaluative criteria (i.e., vividness, intactness, and unity) and qualitative rankings (low, medium, and high) presented in the FHWA guidelines.

High Quality Views are topographic relief, a variety of vegetation, rich colors, impressive scenery, and unique natural and/or built features.

Medium Quality Views are interesting but minor landforms, some variety in vegetation and color, and/or moderate scenery.

Low Quality Views are uninteresting features, little variety in vegetation and color, uninteresting scenery, and/or common elements.

FHWA states that this method should correlate with public judgments of visual quality well enough to predict those judgments. This approach to evaluating visual quality can also help identify specific methods for mitigating each adverse impact that may occur as a result of a project. The three criteria for evaluating visual quality are the following:

- *Vividness* is the visual power or memorability of landscape components as they combine in distinctive visual patterns.
- *Intactness* is the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. It can be present in well-kept urban and rural landscapes, as well as in natural settings.
- *Unity* is the visual coherence and compositional harmony of the landscape considered as a whole. It frequently attests to the careful design of individual human-made components in the landscape.

Assessing Viewer Response

Viewer sensitivity is both the viewer's concern for scenic quality and the viewer's response to change in the visual resources that make up the view.

Viewer response is comprised of two elements: viewer sensitivity and viewer exposure. These elements combine to form a method of predicting how the public might react to visual changes brought about by a project.

Viewer exposure is typically assessed by measuring the number of viewers exposed to the resource change, type of viewer activity, duration of their view, speed at which the viewer moves, and position of the viewer. High viewer exposure heightens the importance of early consideration of design, art, and architecture and their roles in managing the visual resource effects of a project.

Because objects in the foreground have more detail, views from nearby locations are more detailed than objects that are indistinguishable at a distance. Viewers experience visibility of a project to varying degrees in a particular viewshed, depending on distance or other intervening structures or obstacles.

Local values and goals may confer visual significance on landscape components and areas that would otherwise appear unexceptional in a visual resource analysis. The sensitivity of viewers in their perception of visual quality, as well as their sensitivity to changes in visual quality, varies based on familiarity with the view, sense of ownership of the view, and the nature of one's activity while viewing. In turn, these considerations determine how much attention the receptor focuses on the view.

Residential viewers typically have a high sensitivity to visual quality and changes to visual quality because of their familiarity with the view, investment in the area (for example, homeowners or long-time residents), and sense of ownership of the view. In a way, the view from residences represents a visual extension of residents' property, and changes in this view are noticeable and can result in strong positive or negative reactions. Other viewers, with exceptions, usually have an average sensitivity to visual quality or change; these include people on the local roadway system, such commuting motorists and pedestrians. If they are traveling simply to get from one place to another for work, or doing errands, their sensitivity would be average. However, at those times when traveling for pleasure, it is likely that viewers would be somewhat more sensitive to their surroundings.

As previously discussed (see Section 4.1.2, Environmental Setting), viewers in the project viewshed include a large number of workplace viewers as well as pedestrians, commuting motorists and transit riders along Los Angeles, Judge John Aiso, Temple and 1st Streets. A small portion of the viewers include residents, lunchtime visitors to Mayor Fletcher Bowron Square, and tourists visiting destinations within and adjacent to the Civic Center area, such as Olvera Street and Little Tokyo.

Key Views

As it is not feasible to analyze all the views in which the proposed project would be seen, it is necessary to select a number of key viewpoints that would most clearly represent the visual effects of the proposed project.

For purposes of this analysis, a view is considered key if at least one of the following circumstances apply:

- Visual resources are present, regardless of the quality of the view. The sensitivity of the affected viewer group is medium or high, and the duration of the view is long-term.
- The quality of the view is medium or high, regardless of whether visual resources are present. The sensitivity of the viewer group is medium or high, and the duration of the view is long-term.
- The view is distinct, clear, and unobstructed from the street to adjacent businesses and is viewed regularly by a large number of commuters. In this case, the viewer sensitivity is medium, and the view is long-term.

The analysis identified thirteen specific key views that could be noticeably altered by the proposed project. These are shown in Figures 4.1-1 through 4.1-11. The key views were chosen for the following reasons:

- to provide a representative cross-section for scenic quality;
- to represent typical views within the viewshed; and
- to represent views from a potential nearby sensitive viewer group (i.e., residents).

4.1.3.2 Thresholds of Significance

For the purposes of the analysis in this EIR, in accordance with Appendix G of the State CEQA Guidelines, project alternatives would cause a significant impact with respect to aesthetics if they would:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
3. Substantially degrade the existing visual character or quality of the site and its surroundings.
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

In addition, the L.A. CEQA Thresholds Guide (2006) provides the following screening criteria for determining significant impacts:

1. The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered, or demolished;
2. The amount of natural open space to be graded or developed;
3. The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc;
4. The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
5. The degree to which a proposed zone change would result in buildings that would detract from the existing style or image of the area due to density, height, bulk, setbacks, signage, or other physical elements;
6. The degree to which the project would contribute to the area’s aesthetic value;
7. Applicable guidelines and regulations;
8. The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or the ocean);
9. Whether the project affects views from a designated scenic highway, corridor, or parkway;
10. The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment);
11. The extent to which the project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point;
12. The change in ambient illumination levels as a result of project sources; and
13. The extent to which project lighting would spill off the project site and effect adjacent light-sensitive areas.

The L.A. CEQA Thresholds Guide (2006) provides more specific guidance than is included in Appendix G of the State CEQA Guidelines for the evaluation of a project's potential for causing shade/shadow impacts. For that reason, the L.A. CEQA Thresholds Guide was used in conjunction with the CEQA Guidelines in this analysis to assess significant shade/shadow impacts. The key screening criterion is whether the project would include light-blocking structures in excess of 60 feet in height above the ground elevation, and located within a distance of three times the height of the proposed structure from a shadow-sensitive use on the north, northwest, or northeast. If so, the project alternatives would cause a significant impact with respect to shade/shadow sensitive uses if they would:

1. Cast shade on shadow sensitive uses for more than three hours between the hours of 9 AM and 3 PM Pacific Standard Time (between October and early April), or for more than four hours between the hours of 9 AM and 5 PM Pacific Daylight Time (between early April and late October).

The Winter Solstice (December 22) and Summer Solstice (June 21) represent the times during the calendar year during which the shade/shadow impacts would be greatest for properties located to the north, northwest, and northeast of the project area.

4.1.3.3 Construction Impacts

Alternative A – No Project

This alternative assumes that the proposed project would not be built and that existing conditions within the project area would remain. Under this alternative, no construction activities or changes would occur that would affect aesthetics.

Alternative B1 – Rehabilitation

Scenic Resources

Under this alternative, construction activities would be limited to the renovation of the existing Parker Center building. The construction process would be focused on rehabilitation of the interior of the building, and changes to the exterior would be focused on repairing and replacing missing architectural elements and strengthening structural elements in order to preserve and restore the attributes of the building that distinguish it as a historic/visual resource. Construction activities, such as the installation of scaffolding and temporary sheathing, would result in temporary less–than-significant impacts to the existing Parker Center building, as a scenic resource.

During construction, less-than-significant impacts to aesthetics would result from establishment of a temporary construction site on the project site, barricade installation, and placement of other minor structures and signage required to secure the construction site. Other potential minor visual impacts would result from the delivery and stockpiling of construction materials and placement of construction equipment. Such activities would temporarily diminish visual quality at Parker Center but the impact would be considered less than significant due to temporary nature of the activities. These actions would not affect views of other visual resources in the viewshed.

Visual Character and Quality

Renovation work on the Parker Center facility during the construction period, and the establishment of a temporary construction site, barricade installation, and placement of other minor structures and signage required to secure the construction site, would temporarily affect visual quality. However, because the project construction activities would take place in an urban environment with a dense concentration of buildings, and in a setting in which construction activities are frequent, and in which streets and plazas are often temporarily cordoned off and adapted to accommodate large public gatherings and events, the minor and temporary reduction in overall visual quality during the construction process would be considered less than significant.

Glare, Nighttime Lighting, and Shade/Shadow

It is anticipated that, during the construction period, nighttime illumination at the project site would consist primarily of security lighting, which would be directed onsite. Also, temporary sheathing and weather-proofing materials would be used that do not have highly polished or reflective surfaces. Thus, both spill light and glare impacts would be avoided.

Existing shade/shadow patterns on the project site would not change as a result of this alternative during the construction period. Temporary scaffolding and other construction equipment required to renovate the exterior of the Parker Center building would not create new north and west-trending shade/shadow patterns that could affect shade/shadow sensitive viewers. Therefore, no shade/shadow impact would occur during construction.

Inter-Building Circulation Option

In order to complete a circulation corridor connecting Parker Center to City Hall East and City Hall, a tunnel is proposed as part of the project. When combined with indoor building corridors and additional elevator service, it would complete a circulation link with the existing bridge at the third-floor level that would connect City Hall with City Hall East. The tunnel would be approximately eight feet tall, 15 feet wide, and approximately 290 feet in length along a diagonal alignment that would extend beneath Los Angeles Street. Because of its placement approximately 60 feet below ground (as measured from average grade level along Parker Center's Los Angeles Street frontage), it is expected that the tunnel would be constructed using a underground digging process, combined with shoring, in lieu of a cut-and-cover method. Because this feature would be installed below ground, unless removal of parkway trees and landscaping is proposed to accommodate the construction process, or adverse changes to character-defining architectural design elements are proposed, inclusion of the tunnel as part of the proposed project would not result in impacts on scenic resources or visual character and quality, nor would it result in adverse glare, nighttime lighting, or shade-/shadow-related impacts.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

Scenic Resources

Under this alternative, construction activities would include both the renovation of the existing Parker Center building, demolition of the original jail facility located within the north wing of the building, as well as construction of an 11-story building addition at the northeast corner (Judge John Aiso Street/Temple Street) of the Parker Center building. Work during the construction process would be divided between rehabilitation of the existing building, including repairing and replacing missing architectural elements and strengthening structural elements on the exterior, interior

rehabilitation work, demolition of the jail facility located in the north wing, as well as construction of the 11-story addition with a height of approximately 200 feet above grade, and would also include a connection between the new addition and the existing building. Construction activities, such as the installation of scaffolding and temporary sheathing, construction of the new addition would partly disrupt views from the east and, combined with work on the existing Parker Center building, would result in temporary, less-than-significant impacts to the Parker Center building, as a visual resource.

During construction, less-than-significant impacts to aesthetics would result from minor demolition activities, construction staging on and off of the project site; barricade installation and placement of other minor structures and signage required to secure the construction and temporary staging site. Construction activities would also include delivery and stockpiling of construction materials and placement of construction equipment on the project site; these activities would be temporary, occur chiefly at ground-level or up to 10 feet above ground level, and would result in a less-than-significant impact on scenic resources in the surrounding viewshed.

Visual Character and Quality

During construction, renovation of the Parker Center building, minor demolition activities, construction of the addition to the northeast corner of the Parker Center building, and the establishment of a temporary construction site, barricade installation, and placement of other structures and signage, would temporarily affect visual quality. However, because construction activities would take place in an urban environment with a dense concentration of buildings in a setting in which construction activities are frequent, and in which streets and plazas are often temporarily cordoned off and adapted to accommodate large public gatherings and events, the temporary reduction in overall visual character and quality during the construction process would be less than significant.

Glare, Nighttime Lighting, and Shade/Shadow

During construction, nighttime illumination at the project site would consist primarily of security lighting, which would be directed onsite. Also, temporary sheathing and weather-proofing materials would be used that do not have highly polished or reflective surfaces. Thus, both spill light and glare impacts would be avoided.

Under this alternative, construction of an 11-story addition would somewhat alter existing patterns of shade/shadow in the short-term as the building's structural framework is completed and exterior cladding is installed. However, this would be one of several temporary impacts associated with the construction process, including potential use of a crane, installation of scaffolding, barricading, and the placement of other construction equipment onsite required to erect the addition and demolish the north wing of the existing Parker Center building. During the construction period, the altered shade patterns would be among the typical visual disruptions associated with a Downtown construction site. Also, any resulting north, northeast, and northwest-trending shadows would not affect shade/shadow sensitive uses. The viewers in these locations, consisting of government office workers and municipal employee motorists, are not considered to be sensitive. Thus, due both to the short-term nature of the shade/shadow impacts, and the less sensitive characteristics of the affected viewing groups, the shade/shadow impacts during the construction period of this alternative would be less than significant. Please refer to the discussion found in Section 4.1.3.3, Operational Impacts, for additional description of the shade/shadow impacts that would occur under this alternative.

Inter-Building Circulation Option

Similar to the tunnel option proposed under Alternative B1, the tunnel would be approximately eight feet tall, 15 feet wide, and approximately 290 feet in length along a diagonal alignment that would extend beneath Los Angeles Street. Because of its placement approximately 60 feet below ground (as measured from average grade level along Parker Center's Los Angeles Street frontage), it is expected that the tunnel would be constructed using a underground digging process, combined with shoring, in lieu of a cut-and-cover method. Because this feature would be installed below ground, unless removal of parkway trees and landscaping is proposed to accommodate the construction process or adverse changes to character-defining architectural design elements are proposed, inclusion of the tunnel as part of the proposed project would not result in impacts on scenic resources or visual character and quality, nor would it result in adverse glare, nighttime lighting, or shade/shadow impacts.

Alternative B3 – Demolition and Build

Scenic Resources

Under this alternative construction activities would include both the demolition of the existing Parker Center building and the construction of a 24-story building. Work during construction would be divided between demolition of the existing building and the erecting of the new building. Due to the demolition of the existing historic Parker Center building, a significant impact to scenic resources would occur during construction.

Construction activities associated with the new building's structural framework and exterior cladding would require scaffolding and, potentially, use of a large crane. The potential placement of a crane and the erecting of a new building at this location would temporarily obscure informal views from the east; however, no significant scenic vistas are present. Therefore, impacts resulting from such temporary disruptions to informal vistas would be less than significant.

During construction, less-than-significant impacts to aesthetics would result from construction staging on and off of the project site; barricade installation and placement of other minor structures and signage are required to secure the construction and temporary staging site. Construction activities would also include delivery and stockpiling of construction materials and placement of construction equipment on the project site; these activities would be temporary, occur chiefly at ground-level or up to 10 feet above ground level, and would result in a less-than-significant impact to scenic resources in the surrounding viewshed.

Visual Character and Quality

During construction, the demolition of the Parker Center building would result in the loss of a visual resource (i.e., the historic building) and a reduction in visual quality. Additional information regarding the permanent loss of the Parker Center building as a visual resource is provided in Section 4.1.3.3, Operational Impacts.

The process of erecting the new and taller building onsite, and the establishment of a temporary construction site, barricade installation, and placement of other minor structures and signage would temporarily affect visual quality. However, as the project construction activities would take place in an urban environment with a dense concentration of buildings, in a setting in which construction activities are frequent, and where streets and plazas are often temporarily

cordoned off and adapted to accommodate large public gatherings and events, the temporary reduction in overall visual quality during the construction process would be less than significant.

Glare, Nighttime Lighting, and Shade/Shadow

Similar to the other alternatives, it is anticipated that during the construction period nighttime illumination at the project area would consist primarily of security lighting, and that such lighting would be directed onsite. Also, temporary sheathing and weather-proofing materials would be used that would not have highly polished, highly reflective, or mirrored surfaces. Thus, both spill light and glare impacts would be avoided.

Under this alternative, construction of a new building would change project area shade/shadow patterns in the short-term as the building's steel frame and temporary scaffolding is erected, the exterior cladding is installed and other typical and temporary visual changes occur that accompany the construction process (e.g., placement of construction equipment, barricading). During the construction period, the altered shade patterns would be among the typical visual disruptions associated with a Downtown construction site. These do not have the potential to affect shade/shadow sensitive viewers found southeast and south of the project site, and impacts on shade-sensitive uses, such as Bowron Square, would be temporary and, thus, like typical construction-period impacts, would be less than significant. Please refer to the discussion in Section 4.1.3.3, Operational Impacts, for additional description of the shade/shadow impacts that would occur under this alternative.

Inter-Building Circulation Option

Under Alternative B3, in contrast to the tunnel option proposed under Alternatives B1 and B2, either a tunnel or a pedestrian bridge would provide pedestrian access to City Hall East. The bridge would traverse Los Angeles Street along an essentially straight west/east alignment that would connect the third floor of City Hall East with the third-floor level of the new 27-story Los Angeles Street Civic Building proposed under this alternative. The bridge would be approximately 35 to 40 feet above street level where it traverses Los Angeles Street, 14 feet tall, 17 feet wide, and approximately 360 feet in length. Although considerably longer, it would be similar in other design respects to the existing pedestrian bridge that connects City Hall East to City Hall across Main Street and enclosed in a fashion that would be compatible with City Hall East and the new Los Angeles Street Civic Building. The proposed bridge would be in addition to the existing open-air pedestrian (non-secure) bridge connecting the north plaza of City Hall East, across Temple Street, with Bowron Square.

It is expected that the pedestrian bridge would be constructed using cranes and some scaffolding to put the falsework in place. Unless removal of parkway trees and landscaping is proposed to accommodate the construction process or adverse changes to character-defining architectural design elements are proposed, the inclusion of the bridge as part of the proposed project would result in less-than-significant impacts on scenic resources and visual character and quality.

Under this design option, construction of a new pedestrian bridge over Los Angeles Street would change project area shade/shadow patterns in the short term as the bridge's steel frame and temporary scaffolding are erected, the exterior cladding is installed, and other typical and temporary visual changes occur that accompany the construction process (e.g., construction staging at street level). During the construction period, the altered shade patterns fall within the typical visual disruptions associated with a downtown construction site. Because of its location over a

public street bordered on both sides by office buildings and the Metro Jail facility (which does not have windows that front Los Angeles Street), this does not have the potential to affect shade-/shadow-sensitive viewers, and the visual impact would be less than significant.

4.1.3.4 Operational Impacts

Alternative A – No Project

This alternative assumes that the proposed project would not be built and that existing conditions within the project area would remain. There is potential for the physical deterioration of the Parker Center building into a degraded visual state if it becomes, and remains, vacant as surplus property and receives minimal maintenance over a long period of time. Nonetheless, under this alternative, no activities or other changes would occur that would degrade existing visual character or quality, or obstruct scenic vistas, damage historic or scenic resources, or which would result in glare, spillover light, and shade or shadow impacts to sensitive viewers.

Alternative B1 – Rehabilitation

Scenic Resources

Under this alternative, very minimal changes to the visual setting are anticipated, as the Parker Center building would be retained and rehabilitated, thereby, preserving a significant visual resource. The design plans are currently at a preliminary stage of detail. Although the design plans do not definitively indicate the disposition of existing character-defining design elements found outside of the Parker Center building envelope — including some of the key surviving original landscape features, such as the perimeter concrete planters (along the Judge John Aiso Street side of the property), original shrubbery and trees, and paving that, considered together, help define the property as a scenic resource — Alternative B1 would be implemented, with mitigation, in a manner that would be consistent with the Secretary of the Interior's Standards for Rehabilitation, and significant character-defining architectural design elements bearing upon the value of the property as a visual/scenic resource would, therefore, be preserved (see Section 4.3.1, Historical Resources, for additional information).

Visual Character and Quality

As a government office use proposed within the envelope of an existing government office and a related parking facility, actions proposed under this alternative would be consistent with other government uses in the Civic Center. Thus, this alternative would not bring about a noticeable change to the visual character within the viewshed in terms of land use and development patterns.

Glare, Nighttime Lighting, and Shade/Shadow

Under this alternative, lighting systems at the Parker Center building would be retrofitted and, as a result, nighttime illumination would consist primarily of energy-efficient interior office lighting, security lighting on the exterior that would be directed onsite, and limited (low-intensity) identification lighting directed onsite for the proposed retail uses. No architectural materials or finishes would be proposed on the building exterior that have highly polished or reflective surfaces. Thus, both spill light and glare impacts would be avoided or minimized.

The existing Parker Center building does not produce significant north and west-trending shade/shadow patterns, and these do not affect shade/shadow sensitive residential viewers—all of whom are found to the east and south of the project site. Bowron Square, a public open space located approximately 525 feet to the northeast, is not within the shade/shadow impact area under this alternative. The project-related shadows would extend over the City's so-called "Tinker Toy" parking garage and onto the federal office building properties located to the north across Temple Street. The viewers in these locations, consisting of government office workers and municipal employee motorists, are not considered to be sensitive. In addition, shade/shadow-sensitive locations to the south — Toriumi Plaza (south) and the San Pedro Firm Building upper-floor apartments (southeast) — are outside of the shade/shadow impact area. Accordingly, impacts to shade/shadow-sensitive settings would be less than significant.

Inter-Building Circulation Option

Under Alternative B1, a tunnel is proposed approximately 60 feet underground. It would not utilize cut-and-cover construction techniques. Because this feature would be installed below ground, unless removal of parkway trees and landscaping is proposed to accommodate the construction process or adverse changes to character-defining architectural design elements are proposed, inclusion of the tunnel as part of the proposed project would have no potential to affect scenic resources and visual character and quality, nor would it result in adverse glare, nighttime lighting, or shade/shadow impacts.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

Scenic Resources

Under this alternative, the Parker Center building would be largely retained, the original jail facility located within the north wing of Parker Center would be demolished, and an 11-story addition would be constructed at the northeast corner of the existing building. It would have sympathetic but contrasting design character (based upon the preliminary architectural concept drawings). The addition would be slightly taller than the existing building and would block some informal views of it from the northeast. Although Parker Center is considered to be both a historic and a visual resource, no significant scenic vistas exist in this setting and the affected views are from office buildings to the northeast. Because office workers are not considered to be a sensitive viewing group, and because the affected views are informal rather than significant views that are officially recognized, the loss of those views would be a less–than-significant impact.

Although the design plans are currently at a preliminary stage of detail and do not definitively indicate the disposition of existing character-defining design elements outside of the Parker Center building (e.g., including any significant surviving original landscaping, perimeter concrete planters, as along the Judge John Aiso Street side of the property, and paving) that help define the property as a scenic/visual resource, Alternative B2 would be implemented, with mitigation, in a manner that would be consistent with the Secretary of the Interior's Standards for Rehabilitation, and significant character-defining architectural design elements bearing upon the value of the property as a visual/scenic resource would be, therefore, preserved (see Section 4.3.1, Historical Resources, for more information).

Visual Quality and Character

The Parker Center building is set back from the property lines on the west and east. Development on the east side of Judge John Aiso Street consists of 1- to-3-story buildings that benefit from the setbacks along the eastern side of the Parker Center property. Under this alternative, the addition would be at the northeast corner of the Parker Center building and the rear of the 2009 Metro Detention Center , extending north to occupy the northeast corner of the property, at Temple and Judge John Aiso Streets. The area within the footprint of the proposed addition is currently occupied by a walled open space and the jail parking access features. As a result, under this alternative, sight lines to the property would be changed both to the northeast and due north of the property. Although no scenic vistas are present in this portion of the viewshed, the project features under this alternative would partially block views of the Parker Center building from the northeast and north. Views from those vantages can be acquired by office workers from their workplaces; a viewer group which is not considered to be sensitive. Also, views by office workers are informal and not of significant quality (in terms of the FHWA criteria of vividness, unity and intactness) and, consequently, the impact on informal workplace views both within Civic Center design district, and from the Little Tokyo design district, would be less than significant.

As a government office land use is proposed on a site where government office and related parking land uses already exist, the proposed development would be consistent with other development in the project viewshed. The 11-story height of the proposed building addition also would be consistent with the heights of nearby buildings, as there are also buildings of comparable or greater height nearby to the north, west and south (e.g., Hotel Doubletree New Otani, California Bank and Trust, Roybal Center and Federal Building, and City Hall East). Therefore, rehabilitation of the Parker Center building and completion of the addition, which would be consistent with the design of other government high-rise office towers in the Civic Center, would not result in substantial change to the visual character within the viewshed. Therefore, impacts to visual character and quality would be less than significant.

Glare, Nighttime Lighting, and Shade/Shadow

During operation, nighttime illumination would consist primarily of energy-efficient interior office lighting, security lighting on the exterior that would be directed onsite, and limited (low-intensity) identification lighting directed onsite for the proposed retail businesses. No architectural materials or finishes would be proposed on the building exterior that have highly polished or reflective surfaces. Thus, both spill light and glare impacts would be avoided or minimized.

Under this alternative, the new replacement building would change existing project area shade/shadow patterns, creating a larger north and west-trending shade/shadow patterns than currently exist. These do not have the potential to affect shade/shadow sensitive residential viewers — all of whom are found to the east and south of the project site; nor would it affect Toriumi Plaza, which is located directly south and, therefore, is outside of the shade/shadow impact area. In addition, Bowron Square, a public open space located approximately 525 feet to the northwest of the addition, would fall slightly within the shade/shadow impact area under this alternative, which would cast only approximately the southeastern 80 feet of the Square in shade—its maximum extent, during early winter at the time of the Winter Solstice (December 22nd). Accordingly, no significant impact to that shade/shadow-sensitive setting would potentially result because the overwhelming portion of the Square would remain unaffected when shadows would be greatest, and it would still receive full sun during midday when public usage is greatest.

The project-related shadows would extend over the City's so-called "Tinker Toy" parking garage and onto the federal office building properties located to the north across Temple Street. The viewers in these locations, consisting of government office workers and municipal employee motorists, are not considered to be sensitive. Accordingly, impacts to shade/shadow-sensitive settings would be less than significant.

Inter-Building Circulation Option

Under Alternative B2, a tunnel is proposed approximately 60 feet underground. It would not utilize cut-and-cover construction techniques. Because this feature would be installed below ground, unless removal of parkway trees and landscaping is proposed to accommodate the construction process or adverse changes to character-defining architectural design elements are proposed, inclusion of the tunnel as part of the proposed project would have no potential to affect scenic resources and visual character and quality, nor would it result in adverse glare, nighttime lighting, or shade/shadow impacts.

Alternative B3 – Demolition and Build

Scenic Resources

Under this alternative, the existing Parker Center building would be demolished and replaced with a taller building (approximately 450 feet tall) of comparable, though not matching, design. Under a potential Alternative B3 design option, the Parker Center building would be replaced by two office towers – one 15 stories (approximately 216 feet tall), the other 27 stories (approximately 450 feet tall) — both connected by a 4-story bridge. Because the existing building is significant as both a historic and visual resource, its demolition would result in a significant and unavoidable impact to a visual/scenic resource.

Under the single-building design option, the new building would be built, with a somewhat larger footprint, in the location of the existing building and, thus, would be similar to the east-west site orientation of the existing building. The presence of this new building, even if it is architecturally distinguished would not likely fully, reduce the impact resulting from the demolition of the existing visual resource/historic building. Under the two-building design option, the two towers would straddle the site of the existing Parker Center building, converting that space into a landscaped plaza. Although both towers would have the same east-west orientation as the existing Parker Center building, the two-tower building envelope would accentuate the differences with existing development patterns within the property. Therefore, the impact to visual/scenic resources under both Alternative B3 design options would be significant and unavoidable.

Visual Character and Quality

At present, the 1- to-3-story buildings on the east side of Judge John Aiso Street face development on the project site that is low-rise along the street, as the Parker Center building is set back from the property lines on the west and east. Under this alternative's single-tower design option, Parker Center's current setback would be largely retained; however, the replacement building would be more than twice as tall. As a result, sight lines to the project site would change both to the east and due north. Views from those vantages can be acquired by office workers from their workplaces—a viewer group which is not considered to be sensitive. Also, such views are informal and not of significant quality (in terms of the FHWA criteria of vividness, unity, and intactness), and consequently, the impact on similar informal workplace views both within Civic Center design

district, and into it from the Little Tokyo design district, would be less than significant. Under the two-building design option both towers would have the same east-west orientation as Parker Center, however, the setbacks of the two building towers would be staggered, with the shorter 15-story building being sited close to Los Angeles Street and the taller northern tower being sited closer to Judge John Aiso Street, with a placement that would be similar to the siting under the single-tower design option. The two-tower design configuration would accentuate the differences with existing development patterns within the property.

As a government office use proposed on a site where government office and related parking uses already exist, completion of new replacement development of comparable design quality, is consistent with other government high-rise office towers in the Civic Center viewshed. Also, it would not result in substantial change to the visual character in terms of building height. Nearby high-rise Civic Center buildings include the 17-story City Hall East building immediately to the west and the 22-story Edward Roybal Center and Federal Building to the northeast. Therefore, impacts to visual character and quality would be less than significant.

Glare, Nighttime Lighting, and Shade/Shadow

Similar to the other alternatives, it is anticipated that nighttime illumination would consist primarily of energy-efficient interior office lighting, security lighting on the exterior that would be directed onsite, and limited (low-intensity) identification lighting directed onsite for the proposed retail businesses. No architectural materials or finishes would be proposed on the building exterior that have highly polished or reflective surfaces. Thus, both spill light and glare impacts would be avoided.

Under this alternative, both the new 27-story building design option and the two-tower design option would change the existing project area shade/shadow patterns, creating far larger north, northeast, and northwest-trending shade/shadow patterns than currently exist. These do not have the potential to affect shade/shadow sensitive residential viewers — all of whom are found southeast and south of the project site; nor would it affect Toriumi Plaza, which is located directly south and, therefore, is outside of the shade/shadow impact area. However, Bowron Square, a public open space located approximately 500 feet to the northwest, as measured from the west wall of the 27-story building, or alternatively, from the west walls of the 15-story and 22-story buildings under the two-tower design option, would fall well within the shade/shadow area under this alternative. Accordingly, a significant impact to that shade sensitive setting would result.

Inter-Building Circulation Option

Under Alternative B3, a pedestrian bridge could be proposed in lieu of a tunnel. The bridge would connect the third floor of City Hall East with the third-floor level of the new 27-story Los Angeles Street Civic Building proposed under this alternative and traverse Los Angeles Street along an essentially straight west/east alignment. It would be approximately 35 to 40 feet above street level where it traverses Los Angeles Street, 14 feet tall, 17 feet wide, and approximately 360 feet in length. If built, the proposed bridge would be one of three pedestrian bridges associated with the City Hall East property (e.g., the bridge between City Hall East and Bowron Square) and be enclosed in a similar fashion to the pedestrian bridge, which connects City Hall East and City Hall across Main Street.

The resulting impacts on scenic resources or visual character and quality during the operational period are expected to be less than significant, unless existing visual resources such as character-defining landscape or architectural elements are proposed for removal to accommodate the bridge.

North-facing views along Los Angeles Street of the San Gabriel Mountains and Elysian Hills would be obscured just south and in the immediate vicinity of the bridge. However, such views are not officially recognized scenic views and do not possess high quality. The views would be interrupted only along a small portion of Los Angeles Street north from 1st Street and nowhere else. In addition, the viewshed along Los Angeles Street between 1st Street and U.S. 101 is defined primarily by large government office buildings, and thus, sensitive viewers are presumed not to be present to any significant degree,

Although the bridge would be internally illuminated during nighttime hours, because it would utilize energy-efficient (low-intensity) lighting technology, both interior and exterior lighting (if any) would be directed on-site, and thus, impacts from spill light would be avoided. In addition, because no architectural materials, colors, or finishes would be proposed on the bridge exterior that would have highly polished, highly reflective, or mirrored surfaces, glare impacts would be avoided. Given the small width and height of the proposed bridge (14 feet tall by 17 feet wide), it would not create substantial shade/shadow impacts where it traverses Los Angeles Street. Also, because of its location in a setting where office land uses border it on both the west and east, it would not adversely affect shade-sensitive viewing groups, notwithstanding the presence of Bowron Square (approximately 450 feet to the northwest) because this public park is located outside the sightlines to and from the proposed bridge (see Figures 4.1-12 and 4.1-13). Finally, the outdoor plazas on the City Hall East property, which are utilized primarily by government office workers during break times, would not be adversely affected because of both the placement of the pedestrian bridge well to the east and its small profile. Therefore, shade-/shadow-related impacts associated with the bridge would be less than significant.

4.1.4 Mitigation Measures

Alternative A - No Project

Existing conditions would remain unchanged under this alternative. Therefore, no mitigation measures are required.

Alternatives B1 and B2

See the mitigation measures in Section 4.3.1, Historical Resources, which address project impacts to character-defining architectural and landscape design elements.

Alternative B3 – Demolition and Build

No feasible mitigation measures have been identified for impacts to scenic/visual resources, or for impacts to shade/shadow sensitive uses occurring under Alternative B3.

4.1.5 Significant Unavoidable Adverse Impacts

Alternative A - No Project

Under this alternative, no significant unavoidable adverse impacts would occur.

Alternatives B1 and B2

Under this alternative, no significant unavoidable adverse impacts would occur.

Alternative B3 – Demolition and Build

Under this alternative, the existing Parker Center building would be demolished and replaced with a new building, resulting in a significant unavoidable adverse impact to a visual/historic resource. In addition, the replacement building would cast portions of Bowron Square in shade for more than four hours between 9a.m. to 5 p.m. during the period preceding and following the time of the Summer Solstice (June 22), or for more than three hours between the hours of 9AM to 3PM during the period preceding and following the time of the Winter Solstice (December 22), resulting in a significant unavoidable adverse impact to a shade/shadow sensitive location and viewers.

4.1.6 Cumulative Impacts

A list of related projects includes 96 projects (see Chapter 3, Project Description). However, projects that could contribute to a cumulative aesthetic impact are limited to those within the eastern portion of the Civic Center and portions of the Little Tokyo and the Civic Center South design districts, as defined in the Downtown Design Guide; these include the following four related projects:

- No. 52 – Hall of Justice Rehabilitation/Retrofit Project, 211 W. Temple Street (at Spring Street)
- No. 49 – Little Tokyo Block 8 Project Condominium, Apartments and Retail Development, 200 S. Los Angeles Street (at 2nd Street)
- No. 48 – Vibiana Towers Condominiums/Retail Development, 225 S. Los Angeles Street (near 2nd Street)
- No. 96 – Art Park, at the southeast corner of Judge John Aiso and Temple Streets

The area for cumulative impacts to visual resources would consist of a viewshed extending from Spring Street on the west to Alameda Street on the east, the U.S. 101 Freeway on the north to a zigzag boundary along 1st and 2nd Streets on the south that terminates at the intersection of Spring and 2nd Streets. The four potentially cumulative projects define portions of the southern and western boundaries of the cumulative viewshed (Figure 4.1-12).

The proposed project would not result in a cumulative impact when combined with other related projects in Downtown. No scenic vistas or scenic corridors have been identified within the project viewshed, and views within the viewshed are of medium visual quality, notwithstanding the presence of individual buildings that are visual resources. Although the project area is within the Civic Center, topography, building placements, and mature evergreen trees block many views across the Civic Center, isolating portions of the design district from one another visually. In addition, the diversity in architectural treatments within this design district makes it a flexible urban design context in which to build.

Although the proposed project under Alternatives B1 and B2 would introduce new architectural design features that would block certain informal views (e.g., government employees looking from the windows at their workplaces), none of these views are considered significant, as they are of only moderate visual quality (as measured by the FHWA criteria of vividness, unity and intactness) and are enjoyed, in a majority of instances, by less sensitive viewers (e.g., office workers with views from their workplaces). Such viewers are considered to be relatively tolerant of design changes within the viewshed. Visual/scenic resources are limited to some individual buildings that have been determined to be or are eligible as historic resources, as well as other important design elements, such as landscape features, including formally

designed landscapes (e.g., Mayor Fletcher Bowron Square) and mature parkway trees. As previously stated, no formal scenic vistas or scenic corridors have been identified or designated within the viewshed.

Alternative B3 includes the demolition of the Parker Center building, which is both an historic and visual resource for the purposes of CEQA. The demolition of the Parker Center building should be viewed in context with the design changes that are part of the Proposition Q and F Civic Center Public Safety Center Facilities Project (Related Project No. 2). Under that project, the 911 Call Center building was constructed on the southern portion of the block and the Metro Detention Center was built at the northeast corner of the block, flanking Parker Center on the south and north, and obscuring views of it, particularly from the intersection of Temple and Los Angeles Streets. Other changes were made as part of that project, including the demolition of the Motor Transport Division building and the establishment of Toriumi Plaza on part of the Motor Transport Division site, changes to the landscape and hardscape along Los Angeles Street, and the removal of the Parker Center Police Memorial. Although the proposed project under Alternative B3 would result in a significant impact to a visual resource, no other known demolitions of significant historic/visual resources are proposed within the cumulative viewshed. Therefore, the proposed project would not result in an incremental effect on visual resources that is cumulatively significant.

Alternative B3 would result in significant shade/shadow impacts to shade sensitive viewers in one location. Related projects within the cumulative viewshed do not have the potential to affect shade sensitive uses as they are adjacent to commercial and governmental offices that are not considered to be shade/shadow-sensitive. Therefore, the proposed project is not expected to result in an incremental effect on shade/shadow-sensitive receptors that is cumulatively significant.

Under the Inter-Building Circulation Option, a pedestrian tunnel would be constructed underground as part of Alternatives B1 and B2 and possibly as part of Alternative B3. Unless character-defining (aboveground) landscape and architectural design features are proposed for removal to accommodate its construction, the tunnel design option has no potential to affect visual quality, and this project design option would not be cumulatively significant. Under Alternative B3, a pedestrian bridge could be built connecting the new Los Angeles Civic Center Building with City Hall East. If built, it would be one of three pedestrian bridges associated with the City Hall East property, occurring in a visual setting defined by government office buildings. In addition, it would be beyond the sightlines to and from nearby Bowron Square and, thus, would not affect sensitive viewing groups. The bridge would have a small profile, and although partly obscuring informal north-facing views of the local mountains in the small area immediately south of the bridge, no official scenic vistas or scenic corridors are present in this setting. In addition, similar views in the area for cumulative visual impacts would not be obscured or blocked by other related projects. Therefore, the proposed project would not result in an incremental effect on visual resources that would be cumulatively significant.

4.2 Air Quality and Greenhouse Gas Emissions

This section addresses the air pollutant emissions associated with the construction and operation (post-construction) of the project alternatives. Air pollutant emissions evaluated in this report include criteria pollutant emissions, greenhouse gas (GHG) emissions, and toxic air contaminant (TAC) emissions. The analysis of project-generated air pollutant emissions focuses on whether the proposed project would cause an exceedance of an ambient air quality standard or South Coast Air Quality Management District (SCAQMD) significance threshold.

4.2.1 Relevant Air Pollutants

Criteria 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. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), 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. ROG and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone and NO_2 are the principal secondary pollutants. A description of each of the primary and secondary criteria air pollutants and their known health effects (California Air Pollution Control Officers Association 2012) is presented below.

O_3 **Ozone**, or smog, is formed by photochemical reactions between NO_X and ROG rather than being directly emitted. Ozone is a pungent, colorless gas typical of Southern California smog. Elevated O_3 concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors, such as the sick, elderly, and young children. O_3 levels peak during the summer and early fall.

CO **Carbon Monoxide** is formed by the incomplete combustion of fossil fuels, and is almost entirely from automobile exhaust. It is a colorless, odorless gas that can cause dizziness, fatigue, and impairments to central nervous system functions.

NO_2 **Nitrogen Dioxide**, a reddish brown gas, and nitric oxide (NO), a colorless, odorless gas, are formed from fuel combustion under high temperature or pressure. These compounds are referred to jointly as nitrogen oxides, or NO_X. NO_X is a primary component of the photochemical smog reaction. NO_x also contributes to other pollution problems, including a high concentration of fine particulate matter, poor visibility, and acid deposition. NO_2 decreases lung function and may reduce resistance to infection.

SO_2 **Sulfur Dioxide** is a colorless irritating gas formed primarily from incomplete combustion of fuels containing sulfur. Industrial facilities also contribute to gaseous SO_2 levels. SO_2 irritates the respiratory tract, can injure lung tissue when combined with fine particulate matter, and reduces visibility and the level of sunlight.

PM **Particulate Matter** is the term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles (all particles smaller than 10 micrometers, or PM_{10}) come from a variety of sources, including windblown dust and grinding operations. Fine particles (less than 2.5 micrometers, or $PM_{2.5}$) often come from fuel combustion, power plants, and diesel buses and trucks. Fine particles can also be formed in the atmosphere through chemical reactions.

PM_{10} can accumulate in the respiratory system and aggravate health problems such as asthma. EPA's scientific review concluded that fine particles ($PM_{2.5}$), which penetrate deeply into the lungs, are more likely than coarse particles to contribute to the health effects listed in a number of recently published community epidemiological studies at concentrations that extend well below those allowed by the current PM_{10} standards. These health effects include: premature death and increased hospital admissions and emergency room visits (primarily the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individuals with cardiopulmonary disease such as asthma); decreased lung functions (particularly in children and individuals with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms.

Pb **Lead** is found in old paints and coatings, plumbing, and a variety of other materials. Once in the bloodstream, Pb can cause damage to the brain, nervous system, and other body systems. Children are highly susceptible to the effects of Pb.

Toxic Air Contaminants

With respect to criteria pollutants, federal and/or state ambient air quality standards (AAQS) represent the exposure level (with an adequate margin of safety) deemed safe for humans. No AAQS exist for toxic air contaminants (TACs), because there is no exposure level deemed safe for humans. Pollutants are identified as TACs because of their potential to increase the risk of developing cancer or because of their acute or chronic health risks. For TACs that are known or suspected carcinogens, the California Air Resources Board (CARB) has consistently found that there are no levels or thresholds below which exposure is risk-free. Individual TACs vary greatly in the risk they present. At a given level of exposure, one TAC may pose a hazard that is many times greater than another. For certain TACs, a unit risk factor can be developed to evaluate cancer risk. For acute and chronic health risks, a similar factor, called a Hazard Index, is used to evaluate risk. In the early 1980s, CARB established a statewide comprehensive air toxics program to reduce exposure to air toxics. The Toxic Air Contaminant Identification and Control Act (Assembly Bill [AB] 1807, CARB 1999a) created California's program to reduce exposure to air toxics. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, CARB 1999b) supplements the AB 1807 program by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks.

In August 1998, CARB identified particulate emissions from diesel-fueled engines as TACs. In September 2000, CARB approved a comprehensive diesel risk reduction plan to reduce emissions from both new and existing diesel-fueled engines and vehicles. The goal of the plan is to reduce diesel particulate emissions and the associated health risk by 75 percent in 2010 and by 85 percent by 2020.

Greenhouse Gases

Greenhouse gases (GHG) include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. A description of each GHG and known sources is presented below.

CO_2 **Carbon Dioxide** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.

CH_4 **Methane** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.[1]

N_2O **Nitrous Oxide** is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.[2]

High Global Warming Potential Gases **Fluorinated Gases** are synthetic, strong greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases.[3]

- **Chlorofluorocarbons** (CFCs*)* are greenhouse gases covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down ozone. These gases are being replaced by other compounds that are greenhouse gases covered under the Kyoto Protocol.
- **Perfluorocarbons** *(*PFCs*)* are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF_4] and perfluoroethane [C_2F_6]) were introduced as alternatives, along with HFCs, to the ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are also used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they are strong greenhouse gases.
- **Sulfur Hexafluoride** *(*SF_6*)* is a colorless gas soluble in alcohol and ether, slightly soluble in water. SF_6 is a strong greenhouse gas used primarily in electrical transmission and distribution systems as a dielectric.[4]
- **Hydrochlorofluorocarbons** *(*HCFCs*)* contain hydrogen, fluorine, chlorine, and carbon atoms. Although ozone-depleting substances, they are less potent than CFCs. They have been introduced as temporary replacements for CFCs and are also greenhouse gases.
- **Hydrofluorocarbons** (HFCs) contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not substantially deplete the stratospheric ozone layer, but they are strong greenhouse gases.

[1] US EPA. 2012. Regulations and Standards. Last revised: September 19, 2012. Available: http://epa.gov/otaq/climate/regulations.htm. Accessed: September 25, 2012.
[2] *Ibid.*
[3] *Ibid*.
[4] An electrical insulator that is highly resistant to the flow of an electric current.

4.2.2 Regulatory Setting

The project site and vicinity are subject to air quality regulations developed and implemented at the federal, state, and local levels. At the federal level, the U.S. Environmental Protection Agency (EPA) is responsible for implementing the federal Clean Air Act (CAA). Some portions of the CAA (e.g., mobile-source requirements) are implemented directly by the EPA. Others, such as stationary-source requirements, are implemented by state and local agencies.

Federal

Clean Air Act

The Clean Air Act (CAA) was first enacted in 1963 and has been amended numerous times in subsequent years (1967, 1970, 1977, and 1990). The CAA establishes the National Ambient Air Quality Standards (NAAQS) and specifies future dates for achieving compliance. The CAA also mandates that the state submit and implement a State Implementation Plan (SIP) for local areas not meeting those standards. Under the CAA, areas that meet NAAQS are designated as "attainment" areas, while areas that do not meet said standards are designated "non-attainment" areas. For areas designated non-attainment, SIPs must include pollution control measures that demonstrate how NAAQS will be met. The City of Los Angeles is located within the South Coast Air Basin (Basin), one of several geopolitical areas designated by the state of California for the purpose of air quality management.

The 1990 amendments to the CAA identify specific emission-reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or meet interim milestones. The sections of the CAA that would most substantially affect the development of the proposed project include Title I (Nonattainment Provisions) and Title II (Mobile-Source Provisions).

Title I provisions were established with the goal of attaining the NAAQS for criteria pollutants. Table 4.2-1 shows the NAAQS currently in effect for the criteria pollutants. The NAAQS were amended in July 1997 to include an 8-hour standard for O3 and adopt a standard for PM2.5. The Basin (Los Angeles County portion) fails to meet national standards for O3, PM10, PM2.5 and Pb, and therefore is considered to be a federal nonattainment area for these pollutants. Table 4.2-2 lists each criteria pollutant and its attainment status.

Federal Climate Change Policy

Although climate change and greenhouse gas (GHG) emissions reduction is a concern at the federal level, currently there are no regulations or legislation that have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Climate change and its associated effects are being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the "National Clean Car Program" and Executive Order 13514 - Federal Leadership in Environmental, Energy and Economic Performance.

Executive Order 13514 is focused on reducing greenhouse gases internally in federal agency missions, programs, and operations, but also directs federal agencies to participate in the interagency Climate Change Adaptation Task Force, which is engaged in developing a U.S. strategy for adaptation to climate change.

Table 4.2-1. Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	CAAQS[a]	NAAQS[b]
Ozone (O_3)	1 hour 8 hour	0.09 ppm[c] 0.070 ppm	— 0.075 ppm
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm
	8 hour	9.0 ppm	9 ppm
Nitrogen Dioxide (NO_2)	1 hour	0.18 ppm	100 ppb
	Annual Arithmetic Mean	0.030 ppm	53 ppb
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	75 ppb
	24 hour	0.04 ppm	0.14 ppm
Respirable Particulate Matter (PM10)	24 hour	50 µg/m^3 [c]	150 µg/m^3
	Annual Arithmetic Mean	20 µg/m^3	—
Fine Particulate Matter (PM2.5)	24 hour	—	35 µg/m^3
	Annual Arithmetic Mean	12 µg/m^3	15.0 µg/m^3
Sulfates	24 hour	25 µg/m^3	—
Lead (Pb)	30 day average	1.5 µg/m^3	—
	Calendar quarter	—	1.5 µg/m^3
	Rolling 3-Month Average	—	0.15 µg/m^3
Hydrogen Sulfide	1 hour	0.03 ppm	—
Vinyl Chloride	24 hour	0.01 ppm	—

Notes:
[a] The California Ambient Air Quality Standards (CAAQS) for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10}, and $PM_{2.5}$ are values not to be exceeded. All other California standards shown are values not to be equaled or exceeded.
[b] The NAAQS, other than O_3 and those pollutants using annual arithmetic mean, are not to be exceeded more than once a year. The O_3 standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than 1.
[c] ppm = parts per million by volume; ppb = parts per billion; µg/m^3 = micrograms per cubic meter.
Source: California Air Resources Board (CARB) 2012.

Table 4.2-2. Federal and State Attainment Status for the Los Angeles County Portion of the South Coast Air Basin

Pollutants	Federal Classification	State Classification
O_3 (1-hour standard)	—	Nonattainment, Extreme
O_3 (8-hour standard)	Nonattainment, Extreme	Nonattainment, Extreme
PM_{10}	Nonattainment	Nonattainment
$PM_{2.5}$	Nonattainment, Serious	Nonattainment
CO	Attainment/Maintenance	Attainment
NO_2	Attainment/Maintenance	Nonattainment
SO_2	Attainment	Attainment
Pb	Nonattainment	Nonattainment
Source: CARB 2012.		

EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improve fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations. The agencies have also adopted first-ever GHG regulations for heavy-duty engines and vehicles.[5]

The final combined EPA and that make up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon (mpg) if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards will cut GHG emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

On August 28, 2012, the EPA and NHTSA issued a joint Final Rulemaking to extend the National Program of harmonized GHG and fuel economy standards to model year 2017 through 2025 passenger vehicles. Over the lifetime of model year 2017-2025 standards, this project is projected to save approximately 4 billion barrels of oil and 2 billion metric tons of GHG emissions.

State

California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. The CAAQS incorporate additional standards for most of the criteria pollutants and set standards for other pollutants recognized by the state. In general, the California standards are more health protective than the corresponding NAAQS. California has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. The Basin is in compliance with these California standards for sulfates, hydrogen sulfide, visibility-reducing particles, and vinyl chloride. Table 4.2-1 details the current NAAQS and CAAQS, and Table 4.2-2 provides the Basin's (Los Angeles County portion) attainment status with respect to federal and state standards.

California Climate Change Policy

With the passage of several pieces of legislation, including State Senate and Assembly Bills and Executive Orders, California launched an innovative and pro-active approach to dealing with greenhouse gas emissions and climate change at the state level.

Assembly Bill (AB) 1493. Required the California Air Resources Board (CARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year. In June 2009, the U.S. EPA Administrator granted a Clean Air Act waiver of preemption to California. This waiver allowed California to implement its own GHG emission

[5] US EPA. 2012. Regulations and Standards. Last revised: September 19, 2012. Available: http://epa.gov/otaq/climate/regulations.htm. Accessed: September 25, 2012.

standards for motor vehicles beginning with model year 2009. California agencies are currently working with federal agencies to conduct joint rulemaking to reduce GHG emissions for passenger cars model years 2017-2025.

Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020, and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

AB 32. The Global Warming Solutions Act of 2006 sets the same overall GHG emissions reduction goals as outlined in Executive Order S-3-05, while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

Executive Order S-01-07. Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this Executive Order, the carbon intensity of California's transportation fuels is to be reduced by at least ten percent by 2020.

Executive Order S-20-06. Directs state agencies to reduce energy use in state owned buildings by 20 percent by 2015 and increase energy efficiency.

SB97. Required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the State California Environmental Quality Act (CEQA) Guidelines for addressing greenhouse gas emissions. The Amendments became effective on March 18, 2010.

Local

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) has adopted a series of air quality management plans (AQMPs) to meet the CAAQS and NAAQS. These plans require, among other emissions-reducing activities, control technology for existing sources, control programs for area sources and indirect sources, a SCAQMD permitting system designed to allow no net increase in emissions from any new or modified (i.e., previously permitted) emission sources, and transportation control measures. The 2012 AQMP was adopted on December 7, 2012 (SCAQMD 2012). SCAQMD is in the early development process for the 2015 AQMP, which will be a comprehensive and integrated plan focused primarily on addressing the ozone standards. The plan will be a regional and multi-agency effort (SCAQMD, ARB, SCAG, and USEPA). State and federal planning requirements include developing control strategies, attainment demonstrations, and maintenance plans and making reasonable further progress. The 2015 AQMP will incorporate the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

SCAQMD adopts rules and regulations to implement portions of the AQMP. Several of these rules may apply to construction or operation of the project. For example, SCAQMD Rule 403 requires implementing the best available fugitive dust control measures during active operations capable of generating fugitive dust emissions from onsite earth-moving activities, construction/demolition activities, and construction equipment travel on paved and unpaved roads.

SCAQMD has published the *CEQA Air Quality Handbook* (November 1993; with section updates provided on SCAQMD website[6]) to help local governments analyze and mitigate project-specific air quality impacts. This handbook provides standards, methodologies, and procedures for conducting air quality analyses for CEQA documents prepared within the SCAQMD jurisdiction. In addition, SCAQMD has published two additional guidance documents—*Localized Significance Threshold Methodology for CEQA Evaluations* (June 2003) and *Particulate Matter (PM) 2.5 Significance Thresholds and Calculation Methodology* (October 2006)—that provide guidance for evaluating localized effects from mass emissions during construction. Both were used in the preparation of this analysis.

Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties. It addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG is the federally designated metropolitan planning organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG) for the region, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation components of the AQMP. These chapters are utilized in the preparation of air quality forecasts and the consistency analysis that are included in the AQMP.

Project Consistency with Regional Plans

Air Quality Management Plan

The SCAQMD is required, pursuant to the federal CAA, to reduce emissions of criteria pollutants for which the Basin is in nonattainment (i.e., O_3, PM_{10}, $PM_{2.5}$ and Pb). The project would be subject to SCAQMD's AQMP, which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by SCAG.

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties. SCAG addresses regional issues relating to transportation, the economy, community development, and the environment. With regard to air quality planning, SCAG has prepared the RCPG, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the AQMP. These documents are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the RCPG and AQMP are based, in part, on projections originating with county and city General Plans.

Projects that are consistent with the underlying growth assumptions for population/housing and employment that comprise AQMP growth assumptions are consistent with the AQMP. The project site is located within the City of Los Angeles PF-2D (Public Facilities) land use designation and zoning designation. Under all three development alternatives, the proposed project would comply with the existing zoning designation (see Section 4.6, Land Use and Planning). As such, all project-

[6] South Coast Air Quality Management District. 2012. Air Quality Analysis Guidance Handbook. Available: http://www.aqmd.gov/ceqa/hdbk.html

related emissions under each of the three proposed project alternatives would be accounted for in the AQMP, which is crafted to bring the Basin into attainment for all criteria pollutants. Additionally, all construction activities would comply with AQMP regulatory measures, including SCAQMD rules pertaining to fugitive dust (Rules 403, 404, and 405), visibility of emissions (Rule 401), nuisance activities (Rule 402), and limiting VOC content in both asphalt and architectural coatings (Rules 1108 and 1113). Finally, as discussed below under the discussions of project construction and operation impacts, project emissions would fall below the SCAQMD thresholds of significance after mitigation measures are implemented, for each of the three proposed project alternatives. Accordingly, the proposed project would be consistent with the projections in the AQMP. Therefore, no impact would occur with respect to AQMP implementation.

Assembly Bill 32 Scoping Plan

Assembly Bill (AB) 32 identified a 2020 target level for GHG emissions in California of 427 MMT of CO_2e, which is approximately 28.5 percent less than the year 2020 "business as usual" (BAU) emissions estimate of 596 MMT CO_2e. To achieve these GHG reductions there will have to be widespread reductions of GHG emissions across California. Some of those reductions will need to come in the form of changes in vehicle emissions and mileage standards, changes in the sources of electricity, and increases in energy efficiency by existing facilities. The remainder will need to come from requiring new facility development to have lower carbon intensity than BAU conditions. Therefore, this analysis uses a threshold of significance that is in conformance with the state's goals.

On December 12, 2008, CARB adopted the AB 32 Scoping Plan, which details specific GHG emission reduction measures that target specific GHG emissions sources. While none of the Scoping Plan measures are applicable to the proposed project, project-related GHG emissions would be reduced as a result of several AB 32 Scoping Plan measures. The Scoping Plan considers a range of actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms (e.g., cap-and-trade system). Some examples include the following:

- Mobile-source GHG emissions reduction measures
    - Pavley emissions standards (19.8% reduction)
    - Low carbon fuel standard (7.2% reduction)
    - Vehicle efficiency measures (2.8% reduction)
- Energy production related GHG emissions reduction measures
    - Natural gas transmission and distribution efficiency measures (7.4% reduction)
    - Natural gas extraction efficiency measures (1.6% reduction)
    - Renewables (electricity) portfolio standard (33.0% reduction)

These reductions in mobile-source and energy production GHG emissions would occur in addition to the project-specific GHG emissions reductions discussed below. Project-specific mitigation measures would reduce project-specific GHG emissions related to energy consumption and water use by 10 and 20%, respectively. Overall, the proposed project would be consistent with the AB 32 goal of reducing state-wide GHG emissions to 1990 levels by year 2020. Currently no other GHG reduction plan (i.e., SCAG, SCAQMD, County or City) applies to the proposed project. The proposed

project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases; therefore, impacts would be less than significant.

A discussion of project-specific GHG emissions and mitigation measures are discussed below under Section 4.2.7 (Cumulative Impacts).

4.2.3 Environmental Setting

Air Quality

Regional Air Quality

The project site is located within the Basin, an area covering approximately 6,745 square miles bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the Basin, which is a coastal plain with connecting broad valleys and low hills.

The Southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography) as well as human-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Basin, making it an area of high pollution potential.

The greatest air pollution impacts in the Basin occur from June through September, and are generally attributed to the large amount of pollutant emissions, light winds, and shallow vertical atmospheric mixing. This condition frequently reduces pollutant dispersion, thus, causing elevated air pollution levels. Pollutant concentrations in the Basin vary with location, season, and time of day. Ozone (O_3) concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Basin and adjacent desert.

Air quality within the Basin is regulated by the South Coast Air Quality Management District (SCAQMD or District), which has jurisdiction over an area of approximately 10,743 square miles, including all of Orange County, Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The Basin is a sub-region of the SCAQMD jurisdiction. While air quality in this area has improved, the Basin requires continued diligence to meet air quality standards.

The SCAQMD completed the Multiple Air Toxics Exposure Study III (MATES III), an ambient air monitoring and evaluation study conducted in the Basin. MATES III was a follow up to previous air toxics studies in the Basin and is part of the SCAQMD Governing Board Environmental Justice Initiative.

Over the past 30 years, substantial progress has been made in reducing air pollution levels in Southern California. For example, compared to previous studies of air toxics in the Basin, MATES III found a decreasing risk for air toxics exposure, with the population weighted risk down by 17% from the analysis in MATES II. However, although there has been improvement in air quality regarding air toxics, the risks are still unacceptable and are higher near sources of emissions, such as ports and transportation corridors. Diesel particulate continues to dominate the risk from air toxics, and the portion of air toxic risk attributable to diesel exhaust is increasing compared to the MATES II Study. The highest risks are found near the port, central Los Angeles, and transportation corridors. The results from the MATES III study underscore that a continued focus on reduction of toxic emissions, particularly from diesel engines, is needed to reduce air toxics exposure.

The MATES III study concluded that the average carcinogenic risk throughout the Basin, attributed to toxic air contaminants (TACs), is approximately 1,194 in one million. Mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.) represent the greatest contributors. About 83.6% of all risk is attributed to diesel particulate matter (DPM) emissions.

Data from the closest climate monitoring station — Western Regional Climate Center's (WRCC's) Los Angeles Civic Center Station — was used to characterize project vicinity climate conditions. The average project area summer (August) high and low temperatures are 83.2 and 64°F, respectively; the average winter (January) high and low temperatures are 66.4 and 48.4°F, respectively. The average annual rainfall is 14.91 inches (WRCC 2012).

The closest wind monitoring station is the Downtown Los Angeles wind monitoring station, located at 1630 N. Main Street, which was used to characterize study area wind conditions. Wind patterns in the project vicinity display a nearly bidirectional flow, primarily from the west-southwest at an average speed of 5 mph for approximately 20 percent of the time, with winds coming from the northwest at an average speed of 3 mph 10 percent of the time. Calm wind conditions are present 7.9 percent of the time (SCAQMD 2012).

Local Air Quality

The SCAQMD has divided the Basin into air monitoring areas and maintains a network of air quality monitoring stations located throughout the Basin. The project site is located in the Central Los Angeles County Monitoring Area (Source Receptor Area [SRA] 1). The nearest monitoring station is the Los Angeles-North Main Street (CARB 70087, 1630 North Main Street in Los Angeles) approximately 1.5 miles northeast of the project site. Criteria pollutants monitored at the Los Angeles-North Main Street station include O_3, CO, NO_2, PM_{10}, $PM_{2.5}$, SO_2, and Pb.

Concentrations of pollutants from the station over the last three years (2009–2011) were compiled and are presented in Table 4.2-3. Monitoring data has shown the following pollutant concentrations trends:

- 1-hour O_3 CAAQS was exceeded at least once each year;
- 8-hour O_3 CAAQS and NAAQS were exceeded in 2009 and 2010, but not in 2011;
- 24-hour PM_{10} CAAQS was exceeded several times during 2009 and 2011, but no data was available for 2010;
- 24-hour PM_{10} NAAQS was not exceeded in any year; and
- 24-hour $PM_{2.5}$ NAAQS was exceeded several times during each year.

Table 4.2-3. Ambient Background Concentrations from the Los Angeles-North Main Street (CARB 70087) Monitoring Station

Pollutant Standards		2009	2010	2011
1-Hour Ozone (O_3)				
	Maximum Concentration (ppm)	0.139	0.098	0.133
	4th Highest Concentration (ppm)	0.092	0.081	0.080
	California Designation Value	0.11	0.10	0.10
Number of Days Standard Exceeded				
	CAAQS 1-hour (>0.09 ppm)	3	1	1
8-Hour Ozone (O_3)				
	State Maximum Concentration (ppm)	0.101	0.080	0.065
	State 4th Highest Concentration (ppm)	0.073	0.064	0.061
	State Designation Value (ppm)	0.081	0.081	0.073
	National Maximum Concentration (ppm)	0.100	0.080	0.065
	National 4th Highest Concentration (ppm)	0.073	0.064	0.060
	National Design Value (ppm)	0.072	0.070	0.065
Number of days standard exceeded				
	CAAQS 8-hour (>0.070 ppm)	5	1	0
	NAAQS 8-hour (> 0.075 ppm)	2	1	0
Carbon Monoxide (CO)				
	Maximum Concentration 1-hour Period (ppm)	2.7	2.7	2.8
	Maximum Concentration 8-hour Period (ppm)	2.2	2.3	2.4
Number of days standard exceeded				
	NAAQS 8-hour (≥9 ppm)	0	0	0
	CAAQS 8-hour (≥9.0 ppm)	0	0	0
	NAAQS 1-hour (≥35 ppm)	0	0	0
	CAAQS 1-hour (≥20 ppm)	0	0	0
Nitrogen Dioxide (NO_2)				
	Maximum 1-hour Concentration (ppm)	0.015	0.089	0.110
	Annual Average Concentration(ppm)	0.028	0.025	0.023
Number of Days Standard Exceeded				
	CAAQS (0.18 ppm)	0	0	0
Suspended Particulates (PM_{10})				
	Maximum State 24-hour Concentration(μg/m^3)	70.0	41.0	53.0
	4th highest State 24-hour Concentration(μg/m^3)	51.0	40.0	44.0
	Maximum National 24-hour Concentration(μg/m^3)	72.0	42.0	53.0
	4th highest National 24-hour Concentration(μg/m^3)	53.0	41.0	44.0
	State Annual Average Concentration (CAAQS = 20 μg/m^3)	32.5	NA	28.7
Number of Days Standard Exceeded (Estimated)				
	CAAQS 24-hour (>50 μg/m^3)[f]	24.1	NA	6.5
	NAAQS 24-hour (>150 μg/m^3)[f]	0.0	0.0	0.0

Pollutant Standards		2009	2010	2011
Suspended Particulates ($PM_{2.5}$)				
	Maximum 24-hour Concentration (µg/m^3)	61.6	48.6	69.2
	4th Highest 24-hour Concentration (µg/m^3)	45.3	37.5	44.1
	24-hour Standard 98th Percentile (µg/m^3)	33.9	31.3	35.8
	National Annual Average Concentration (µg/m^3)	14.4	12.6	13.5
	State Annual Average Concentration (µg/m^3)	15.6	12.6	13.3
Number of Days Standard Exceeded (*Estimated)*				
	NAAQS 24-Hour (>35 µg/m^3)	7.0	5.0	8.1
Sulfur Dioxide (SO2)				
	Highest maximum 24-hour concentration (ppm)	0.002	0.002	0.003
	Annual Average Concentration (ppm)	0.000	0.000	NA
Number of days standard exceeded				
	CAAQS 24-hour (>0.04ppm)	NA	NA	NA
Lead (Pb)				
	Maximum 24-hour Concentration (µg/m^3)	0.032	0.22	0.017

ppm = parts per million; µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; > = greater than; NA = data not available.
Sources: CARB 2012 and EPA 2012: Data compiled by ICF.

No violations of the CO CAAQS or NAAQS, NO_2 NAAQS, SO_2 CAAQS, or Pb NAAQS were recorded at the Los Angeles-North Main Street station.

Local Health Risk

According to California CARB cancer inhalation risk data, the project area is within a cancer risk zone of approximately 1,891 in one million.[7] For comparison, the average cancer risk in the Greater Los Angeles Area is approximately 1,200 in one million.

Sensitive Receptors and Locations

Some population groups, such as children, the elderly, and acutely and chronically ill persons, especially those with cardio-respiratory diseases, are considered to be more sensitive to air pollution than others. Sensitive receptors within the project vicinity include nearby residents, students at Pacific Charter School Development, and children at Cal-Tot Child Care Center, located within a 1,000-foot radius of the project site.

State Greenhouse Gas Emissions

Transportation is responsible for 38 percent of the state's GHG emissions, followed by the industrial sector (18 percent), electricity generation (23 percent), agriculture and forestry (seven percent) and other sources (14 percent) (CARB 2012). Emissions of carbon dioxide and nitrous oxide are

[7] California Air Resources Board. Cancer Inhalation Risk: Local Maps by Category, 2012. Available: http://www3.aqmd.gov/webappl/matesiii/.

byproducts of fossil fuel combustion, among other sources. Methane, a highly potent GHG, results from off-gassing associated with agricultural practices and landfills, among other sources. Sinks of carbon dioxide include uptake by vegetation and dissolution into the ocean.[8] California GHG emissions in 2009 totaled approximately 456.8 million metric tons (MMT) of carbon dioxide equivalent (CO_2e).[9]

Climate change could affect the natural environment in California in the following ways, among others:

- Rising sea levels along the California coastline, particularly in San Francisco and the San Joaquin Delta due to ocean expansion;
- Extreme-heat conditions, such as heat waves and very high temperatures, which could last longer and become more frequent;
- An increase in heat-related human deaths, infectious diseases, and a higher risk of respiratory problems caused by deteriorating air quality;
- Reduced snow pack and stream flow in the Sierra Nevada mountains, affecting winter recreation and water supplies;
- Potential increase in the severity of winter storms, affecting peak stream flows and flooding;
- Changes in growing season conditions that could affect California agriculture, causing variations in crop quality and yield; and
- Changes in distribution of plant and wildlife species due to changes in temperature, competition from colonizing species, changes in hydrologic cycles, changes in sea levels, and other climate-related effects.

These changes in California's climate and ecosystems are occurring at a time when California's population is expected to increase from 34 million to 59 million by the year 2040.[10] As such, the number of people potentially affected by climate change as well as the amount of man-made GHG emissions expected under a "business as usual" scenario are expected to increase. Similar changes, as those noted above for California, would also occur in other parts of the world with regional variations in resources affected and vulnerability to adverse effects. GHG emissions in California are attributable to human activities associated with industrial/manufacturing, utilities, transportation, residential, and agricultural sectors as well as natural processes.[11]

[8] A carbon sink is a natural or artificial reservoir that accumulates and stores some carbon-containing chemical compound for an indefinite period. The process by which carbon sinks remove carbon dioxide (CO_2) from the atmosphere is known as carbon sequestration.
[9] GHG emissions other than carbon dioxide are commonly converted into carbon dioxide equivalents, which take into account the differing global warming potential (310) of different gases. For example, the IPCC finds that nitrous oxide has a GWP of 310 and methane has a GWP of 21. Thus, emission of one ton of nitrous oxide and one ton of methane is represented as the emission of 310 tons of CO_2e and 21 tons of CO_2e, respectively. This allows for the summation of different GHG emissions into a single total.
[10] California Energy Commission. Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004. Available: http://www.energy.ca.gov/2006publications/CEC-600-2006-013/CEC-600-2006-013-SF.PDF. December 2006.
[11] Ibid.

4.2.4 Environmental Impact Analysis

4.2.4.1 Methodology

Construction Emissions

Mass daily combustion emissions (criteria pollutant and GHG), fugitive PM_{10} and $PM_{2.5}$, and off-gassing emissions (e.g., evaporative emissions of volatile organic compounds [VOCs] from the application of architectural coatings and asphalt paving) were compiled using CalEEMod, which is an emissions estimation and evaluation model developed in collaboration with the air quality management districts of California.

The CalEEMod model separates the construction process into multiple phases that account for everything from structure demolition and site clearing to asphalt paving and the application of architectural coatings. Site preparation emissions (e.g., grading and excavation) would include fugitive dust emissions from soil disturbance activity, as well as combustion exhaust emissions from onsite construction equipment, haul truck trips, and worker commute trips. Structure erection and finishing emissions would include combustion exhaust emissions from onsite construction equipment, haul truck trips, and worker commute trips, as well as fugitive off-gassing emissions from the application of architectural coatings and asphalt paving.

Assumptions regarding construction phasing and equipment use were developed based on information received from the project applicant. A complete listing of the construction equipment by phase, construction phase duration assumptions, and changes to modeling default values used in this analysis is included within the CalEEMod printout sheets that are provided in Appendix B of this EIR.

Operations

The CalEEMod software was also used to compile the mass daily emissions (criteria pollutant and GHG) estimates from mobile and area sources that would occur during long-term project operations. In calculating mobile-source emissions, the trip generation assumptions in the Traffic Impact Study prepared by the KOA Corporation were applied to arrive at the total vehicle miles traveled (VMT). Area-source emissions were compiled using CalEEMod default assumptions.

The analysis of roadway CO impacts followed the protocol recommended by Caltrans and published in their *Transportation Project-Level Carbon Monoxide Protocol* (Garza et al. 1997). It is also consistent with procedures identified through the SCAQMD's CO modeling protocol. For any intersection that shows potential to generate a CO hotspot by failing SCAQMD-recommended screening criteria, local area CO concentrations were evaluated using the CALINE 4 line-source dispersion model developed by the California Department of Transportation (Caltrans) combined with EMFAC2011 emission factors. All emissions calculation worksheets and air quality modeling output files are provided in Appendix B.

Toxic Air Contaminants

Potential toxic air contaminants (TAC) impacts were evaluated by conducting a screening-level analysis followed by a more detailed analysis (i.e., dispersion modeling) if necessary. The screening-level analysis consists of reviewing the proposed project's description and site plan to identify any new or modified TAC emissions sources. 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 site-specific dispersion modeling is conducted to determine proposed project impacts.

Greenhouse Gases

Section 15064.4 of the State CEQA Guidelines establishes a two-step process for the determination of significance of greenhouse gas emissions. First, it requires lead agencies to calculate or estimate the overall magnitude of a project's greenhouse gas emissions. Second, once the magnitude of emissions has been estimated, it must analyze those emissions using applicable factors (i.e., does the project increase or decrease emissions, does project emissions exceed an applicable threshold, and does the project comply with applicable regulations or an applicable plan).

Project-related GHG emissions were estimated using the CalEEMod software program, which calculates CO_2, CH_4, and N_2O emissions, and presents all emissions in terms of CO_2e.

Following the methodology prescribed by the SCAQMD CEQA Significance Threshold Working Group, project emissions calculated include direct and indirect emissions during short-term construction and long-term project operations. Construction emissions were amortized over the life of the project, defined as 30 years, and added to the operational emissions to obtain total annual GHG emissions The GHG emissions impacts are discussed in Section 4.2.3.

4.2.4.2 Thresholds of Significance

Criteria Pollutant Emissions

Appendix G of the State CEQA Guidelines and the L.A. CEQA Thresholds Guide (2006) state that, where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make determinations regarding air quality impacts. Because of SCAQMD's regulatory role in the Basin, the significance thresholds and analysis methodologies outlined in their *CEQA Air Quality Handbook*, *Localized Significance Threshold Methodology for CEQA Evaluations*, and *Particulate Matter (PM) 2.5 Significance Thresholds and Calculation Methodology* guidance documents were used to evaluate project impacts. The SCAQMD construction and operational emissions thresholds identified in Table 4.2-4 are used for this assessment.

Toxic Air Contaminant Emissions

The SCAQMD *CEQA Air Quality Handbook* states that a project would have a significant impact from toxic air contaminants if:

1. On-site stationary sources emit carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of 10 in one million (1.0 x 10-5) or an acute or chronic hazard index of 1.0 (SCAQMD 2005);[12]
2. 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
3. The project would be occupied primarily by sensitive individuals within one-quarter mile of any existing facility that emits air toxic contaminants, which could result in a health risk from pollutants identified in District Rule 1401.

[12] SCAQMD Risk Assessment Procedures for Rules 1401 and 212, November 2005.

Table 4.2-4. SCAQMD Emission Thresholds (lbs/day)

Pollutant	Regional Emissions Thresholds		Localized Emissions Thresholds	
	Construction	Operation	Construction (5 acre)	Operation
Nitrogen Oxides (NO_X)	100	55	108	108
Reactive Organic Compounds (ROC)	75	55	N/A	N/A
Suspended Particulate Matter (PM10)	150	150	8	2
Fine Particulate Matter (PM2.5)	55	55	5	2
Sulfur Oxides (SO_X)	150	150	N/A	N/A
Carbon Monoxide (CO)	550	550	1,048	1,048
Lead (Pb)[1]	3	3	N/A	N/A

Notes:
[1] The proposed project would have no lead emissions sources during the construction or operation. As such, lead emissions are not evaluated in this report.
Localized thresholds derived from SCAQMD Localized Significance Threshold Tables and are based on the project location (Source Receptor Area [SRA] 1, Central Los Angeles), project area disturbed in any given day (2 acres), and the distance to the nearest sensitive receptor (25 meters).
Source: SCAQMD *CEQA Air Quality Handbook*, 1993 (as amended at http://www.aqmd.gov/ceqa/handbook/signthres.pdf); SCAQMD (2003) *Localized Significance Threshold Methodology for CEQA Evaluations*; and *Particulate Matter (PM) 2.5 Significance Thresholds and Calculation Methodology* (2006).

Greenhouse Gas Emissions

The State CEQA Guidelines do not provide numeric or qualitative thresholds of significance for GHG emissions. However, AB 32 requires GHGs emitted in California to be reduced to 1990 levels by 2020 and 80 percent below 1990 levels by 2050. *The Technical Advisory on CEQA and Climate Change* from the Governor's Office of Planning and Research (OPR) suggests that, in absence of regulatory guidance or standards, lead agencies, such as the City of Los Angeles, must undertake project-by-project analyses consistent with available guidance and current CEQA practice to ascertain project impacts under CEQA. As such, the proposed project is evaluated for consistency with the state goal of reducing GHG emissions in California to 1990 levels by 2020 (a 28.5 percent reduction when compared to BAU), as set forth by the timetable established in AB 32. Project GHG emissions are evaluated below under Section 4.2.7 (Cumulative Impacts).

4.2.4.3 Impacts

Construction Impacts

Construction of the build alternatives 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 site work related to the demolition and hauling of export materials, respectively. Mobile source emissions, primarily NO_X, would result from the use of construction equipment, such as graders, scrapers,

bulldozers, wheeled loaders, and cranes. During the structure erection/finishing phase, paving operations and the application of architectural coatings (i.e., paints) and other building materials would release ROC emissions. 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.

Please see the Project Description for details of the alternatives and their respective build scenarios (all assumptions are available in Appendix B). The total magnitude of construction activity, duration of construction activity, and intensity of construction activity would have a substantial effect upon the quantity of construction emissions (and related pollutant concentrations) occurring at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction activity is occurring in a relatively intensive manner. As provided in the tables below, construction-related daily (short-term) emissions for each build alternative are presented both via construction phase and via two conservative-case scenarios during which emissions from the construction phases would overlap.

In addition to criteria pollutant emissions, construction of the build alternatives would generate GHG emissions through the use of onsite heavy-duty construction equipment and offsite vehicle trips generated from construction workers, as well as haul/delivery trucks that travel to and from the project site. Mobile source emissions would result from the use of construction equipment, such as graders, scrapers, bulldozers, wheeled loaders, cranes, etc. Construction of the proposed project build alternatives would take approximately 2 years to complete.

Alternative A – No Project

Under the No Project Alternative, there would be no construction and, therefore, no regional or localized emissions during construction.

Alternative B1 – Rehabilitation

The estimate of short-term construction emissions under Alternative B1 is presented in Table 4.2-5. As shown therein, regional emissions of ROC would exceed the SCAQMD daily significance threshold prior to implementation of mitigation measures due to emissions of ROC during the architectural coatings phase of construction activity (architectural coatings emit ROCs during the curing/drying process).

The estimate of Alternative B1 construction-period GHG emissions is presented in Table 4.2-6. Pursuant to SCAQMD impact evaluation methodology, total construction-period GHG emissions are amortized over a 30-year period and added to operations-period GHG emissions to determine significance of total project GHG emissions. As such, Alternative B1 construction GHG emissions are evaluated below with Alternative B1 operations-period GHG emissions.

Inter-Building Circulation Option

As detailed in the project description, Alternative B1 may include a tunnel that connects the Parker Center building to City Hall East. The tunnel would be approximately eight feet tall, 15 feet wide, and approximately 290 feet in length along a diagonal alignment that would extend beneath Los Angeles Street. Approximately 3,488 cubic yards of excavation materials would be hauled off-site. The estimate of maximum Alternative B1 construction emissions with tunnel construction activity is provided in Table 4.2-7.

Table 4.2-5. Alternative B1 Estimate of Construction Emissions

	ROC	NO_x	CO	SO_x	PM_{10} [a]	$PM_{2.5}$ [a]
Construction Phase	**Regional Emissions in Pounds per Day**					
Demolition [b]	5	43	24	<1	36	10
Construction 2016	8	49	49	<1	6	3
Construction 2017	4	26	31	<1	4	2
Paving	3	15	13	<1	1	1
Arch Coating	497	5	5	<1	1	1
Conservative Scenario 1 [c]	14	95	73	<1	42	13
Conservative Scenario 2 [d]	504	46	49	<1	6	3
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**
Construction Phase	**Localized Emissions in Pounds per Day**					
Demolition	5	36	19	<1	1.5	1.5
Construction 2016	7	40	36	<1	2.6	2.6
Construction 2017	3	19	21	<1	1.2	1.2
Paving	2	15	12	<1	1.2	1.2
Arch Coating	497	5	4	<1	0.4	0.4
Conservative Scenario 1 [b]	11	76	55	<1	4.0	4.0
Conservative Scenario 2 [c]	503	39	36	<1	2.9	2.9
Localized Threshold	**N/A**	**108**	**1,048**	**N/A**	**8**	**5**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Construction emission calculation worksheets are included in the Appendix B.
[a] PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.
[b] Only internal demolition. Please see Chapter 3, Project Description, for more information**.** Includes haul trips associated with demolition of internal components of building; also assumes that all equipment, except for rubber-tired dozers, are electric.
[c] Conservative Scenario 1: overlap of Demolition and Construction 2016 phases.
[d] Conservative Scenario 2: overlap of Construction 2017, Paving, and Arch Coating phases.
Source: ICF International, August 2012.

Table 4.2-6. Alternative B1 Annual Construction GHG Emissions

Construction Year	Annual CO_2e (metric tons)	
	B1	B1 with Tunnel Option
2016	696	1,206
2017	301	529
Total	997	1,735
Source: ICF International, June 2013.		

Table 4.2-7. Alternative B1 Estimate of Maximum Construction Emissions with Tunnel Option

	ROC	NO_x	CO	SO_x	PM_{10}[a]	$PM_{2.5}$[a]
Construction Phase	**Regional Emissions in Pounds per Day**					
Conservative Scenario 1[b]	14	95	73	<1	42	13
Conservative Scenario 2[c]	504	46	49	<1	6	3
Tunneling Emissions	7	103	27	<1	3	3
Daily Maximum	511	198	100	<1	45	16
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**Yes**	**Yes**	**No**	**No**	**No**	**No**
Construction Phase	**Localized Emissions in Pounds per Day**					
Conservative Scenario 1[b]	11	76	55	<1	4.0	4.0
Conservative Scenario 2[c]	503	39	36	<1	2.9	2.9
Tunneling Emissions	7	102	27	<1	2.5	2.5
Daily Maximum	510	178	82	<1	6.5	6.5
Localized Threshold	**N/A**	**108**	**1,048**	**N/A**	**8**	**5**
Exceed Threshold?	**No**	**Yes**	**No**	**No**	**No**	**Yes**

Notes:
Construction emission calculation worksheets are included in the Appendix B.
[a] PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.
[b] Conservative Scenario 1: Overlap of Demolition and Construction 2016 phases.
[c] Conservative Scenario 2: Overlap of Construction 2017, Paving, and Arch Coating phases.
Source: ICF International, June 2013.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

The estimate of short-term construction emissions under Alternative B2 is presented in Table 4.2-8. As shown therein, regional emissions of ROC and NO_X, and localized emissions of $PM_{2.5}$ would exceed the SCAQMD daily significance threshold prior to implementation of mitigation measures. This short-term impact would be the result of multiple pieces of construction equipment operating simultaneously, as well as the required architectural coatings application.

The estimate of Alternative B2 construction-period GHG emissions is presented in Table 4.2-9. Pursuant to SCAQMD impact evaluation methodology, total construction-period GHG emissions are amortized over a 30-year period and added to operations-period GHG emissions to determine significance of total project GHG emissions. As such, Alternative B2 construction GHG emissions are evaluated below with Alternative B2 operations-period GHG emissions.

Inter-Building Circulation Option

Alternative B2 also has the tunnel option that was described above under Alternative B1. The estimate of maximum Alternative B2 construction emissions with tunnel construction activity is provided in Table 4.2-10.

Table 4.2-8. Alternative B2 Estimate of Construction Emissions

	ROC	NO_x	CO	SO_x	PM_{10}[a]	$PM_{2.5}$[a]
Construction Phase	**Regional Emissions in Pounds per Day**					
Demolition	22	158	113	<1	55	20
Grading	5	39	30	<1	5	2
Construction 2016	11	69	69	<1	9	5
Construction 2017	10	63	67	<1	8	5
Paving	4	27	21	<1	2	2
Arch Coating	785	5	6	<1	1	1
Conservative Scenario 1 [b]	16	107	99	<1	8	6
Conservative Scenario 2 [c]	799	94	94	<1	6	6
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**Yes**	**Yes**	**No**	**No**	**No**	**No**
Construction Phase	**Localized Emissions in Pounds per Day**					
Demolition	21	150	106	<1	13.1	9.1
Grading	5	39	29	<1	4.6	2.3
Construction 2016	8	53	46	<1	3.2	3.2
Construction 2017	7	48	45	<1	2.8	2.8
Paving	4	26	20	<1	2.2	2.2
Arch Coating	785	5	4	<1	0.4	0.4
Conservative Scenario 1 [b]	13	92	74	<1	2.6	5.2
Conservative Scenario 2 [c]	796	79	69	<1	5.4	5.4
Localized Threshold	**N/A**	**108**	**1,048**	**N/A**	**8**	**5**
Exceed Threshold?	**No**	**No**	**No**	**No**	**Yes**	**Yes**

Notes:
Construction emission calculation worksheets are included in the Air Quality Appendix B.
[a] PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.
[b] Conservative Scenario 1: overlap of Grading and Construction 2016 phases.
[c] Conservative Scenario 2: overlap of Construction 2017, Paving, and Arch Coating phases.
Source: ICF International, August 2012.

Table 4.2-9. Alternative B2 Annual GHG Construction Emissions

Construction Year	Annual CO_2e (metric tons)	
	B2	B2 with Tunnel Option
2016	2,117	2,627
2017	688	916
Total	2,805	3,543
Source: ICF International, June 2013.		

Table 4.2-10. Alternative B2 Estimate of Construction Maximum Emissions with Tunnel Option

	ROC	NO_x	CO	SO_x	PM_{10}[a]	$PM_{2.5}$[a]
Construction Phase	**Regional Emissions in Pounds per Day**					
Conservative Scenario 1[b]	16	107	99	<1	8	6
Conservative Scenario 2[c]	799	94	94	<1	6	6
Tunneling Emissions	7	103	27	<1	3	3
Daily Maximum	806	210	126	<1	11	9
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**Yes**	**Yes**	**No**	**No**	**No**	**No**
Construction Phase	**Localized Emissions in Pounds per Day**					
Conservative Scenario 1[b]	13	92	74	<1	2.6	5.2
Conservative Scenario 2[c]	796	79	69	<1	5.4	5.4
Tunneling Emissions	7	102	27	<1	2.5	2.5
Daily Maximum	802	194	101	<1	7.9	7.9
Localized Threshold	**N/A**	**108**	**1,048**	**N/A**	**8**	**5**
Exceed Threshold?	**No**	**Yes**	**No**	**No**	**No**	**Yes**

Notes:
Construction emission calculation worksheets are included in the Air Quality Appendix B.
[a] PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.
[b] Conservative Scenario 1: Overlap of Grading and Construction 2016 phases.
[c] Conservative Scenario 2: Overlap of Construction 2017, Paving, and Arch Coating phases.
Source: ICF International, June 2013.

Alternative B3 – Demolition and Build

The estimate of short-term construction emissions under Alternative B3 is presented in Table 4.2-11. As shown therein, regional emissions of ROC and NO_X, and localized emissions of $PM_{2.5}$ would exceed the SCAQMD daily significance threshold prior to implementation of mitigation measures. This short-term impact would be the result of multiple pieces of construction equipment operating simultaneously, as well as the required architectural coatings application.

The estimate of Alternative B3 construction-period GHG emissions is presented in Table 4.2-12. Pursuant to SCAQMD impact evaluation methodology, total construction-period GHG emissions are amortized over a 30-year period and added to operations-period GHG emissions to determine significance of total project GHG emissions. As such, Alternative B3 construction GHG emissions are presented below with Alternative B3 operations-period GHG emissions.

Inter-Building Circulation Option

As detailed in the project description, Alternative B3 would consider both the tunnel option that is described under Alternative B1 as well as a pedestrian bridge option to provide pedestrian access to City Hall East. The pedestrian bridge would be approximately 360 feet in length and enclosed. The estimate of maximum Alternative B3 construction emissions with tunnel construction option and bridge construction option activity is provided in Table 4.2-13.

Table 4.2-11. Alternative B3 Estimate of Construction Emissions (pounds per day)

	ROC	NO_x	CO	SO_x	PM_{10} [a]	$PM_{2.5}$ [a]
Construction Phase	**Regional Emissions in Pounds per Day**					
Demolition	15	106	80	<1	87	26
Grading	10	103	88	<1	16	10
Construction 2016	9	27	24	<1	2	2
Construction 2017	4	25	28	<1	3	2
Paving	4	27	21	<1	3	2
Arch Coating	1,418	2	3	<1	<1	<1
Conservative Scenario 1 [b]	19	129	111	<1	17	11
Conservative Scenario 2 [c]	1,427	53	52	<1	6	4
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**Yes**	**Yes**	**No**	**No**	**No**	**No**
Construction Phase	**Localized Emissions in Pounds per Day**					
Demolition	14	99	71	<1	17.0	8.6
Grading	10	76	47	<1	5.9	6.4
Construction 2016	4	27	23	<1	1.6	1.6
Construction 2017	4	24	23	<1	1.4	1.4
Paving	4	26	20	<1	2.2	2.2
Arch Coating	1,418	2	2	<1	0.2	0.2
Conservative Scenario 1 [b]	14	103	70	<1	7.5	8.0
Conservative Scenario 2 [c]	1,426	53	45	<1	3.7	3.7
Localized Threshold	**N/A**	**108**	**1,048**	**N/A**	**8**	**5**
Exceed Threshold?	**No**	**No**	**No**	**No**	**Yes**	**Yes**

Notes:
Construction emission calculation worksheets are included in the Air Quality Appendix B.
[a] PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.
[b] Conservative Scenario 1: Overlap of Grading and Construction 2016 phases.
[c] Conservative Scenario 2: Overlap of Construction 2017, Paving, and Arch Coating phases.
Source: ICF International, August 2012.

Table 4.2-12. Alternative B3 Annual GHG Construction Emissions

Construction Year	Annual CO_2e (metric tons)		
	B3	B3 with Tunnel Option	B3 with Bridge Option
2016	2,866	3,376	2,985
2017	697	925	806
Total	3,563	4,301	3,791
Source: ICF International, June 2013.			

Table 4.2-13. Alternative B3 Estimate of Construction Maximum Emissions with Bridge Option

	ROC	NO_x	CO	SO_x	PM_{10}[a]	$PM_{2.5}$[a]
Construction Phase	**Regional Emissions in Pounds per Day**					
Conservative Scenario 1[b]	19	129	111	<1	17	11
Conservative Scenario 2[c]	1,427	53	52	<1	6	4
Tunnel Emissions	7	103	27	<1	3	3
Bridge Emissions	10	12	11	<1	1	1
Tunnel Option Daily Maximum	1,434	132	138	<1	20	14
Bridge Option Daily Maximum	1,437	141	122	<1	18	12
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**Yes**	**Yes**	**No**	**No**	**No**	**No**
Construction Phase	**Localized Emissions in Pounds per Day**					
Conservative Scenario 1[b]	14	103	70	<1	7.5	8.0
Conservative Scenario 2[c]	1,426	53	45	<1	3.7	3.7
Tunnel Emissions	7	102	27	<1	2.5	2.5
Bridge Emissions	10	12	11	<1	0.7	0.7
Tunnel Option Daily Maximum	1,433	205	97	<1	10.0	10.5
Bridge Option Daily Maximum	1,436	115	81	<1	8.2	8.7
Localized Threshold	**N/A**	**108**	**1,048**	**N/A**	**8**	**5**
Exceed Threshold?	**No**	**Yes**	**No**	**No**	**Yes**	**Yes**

Notes:
Construction emission calculation worksheets are included in the air quality appendix (Appendix B).
[a] PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.
[b] Conservative Scenario 1: Overlap of Grading and Construction 2016 phases.
[c] Conservative Scenario 2: Overlap of Construction 2017, Paving, and Arch Coating phases.
Source: ICF International, June 2013.

Operational Impacts

Long-term air pollutant emissions come from on-road mobile sources, off-site electricity sources and on-site area sources. Mobile-source emissions are associated with vehicle travel and are a function of the number of vehicle miles traveled (VMT). There is a direct relationship between mobile emissions and VMT. As VMT increases or decreases, related air pollutant emissions increase or decrease. Examples of major electricity sources are electric power plants. Area source emissions are those air pollutants emitted from many individually small activities, such as gasoline service stations, small paint shops, and consumer use of solvents. Area sources also include open burning associated with agriculture, forest management, and land clearing activities. Pollutant emissions associated with energy demand (i.e., electricity generation and natural gas consumption) are also classified by SCAQMD as area source emissions. Mobile, area, and electricity source emissions were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of daily VMT by applicable EMFAC2011 emissions factors.[13] The CalEEMod model output and worksheets for calculating regional operational daily emissions are provided in Appendix B.

Alternative A – No Project

Under the No Project Alternative, the Parker Center building would continue to be vacant. The City could pursue leasing the building to another occupant or potentially sell the property. The building would remain seismically vulnerable and would not meet current City and state safety regulations, and City employees would remain dispersed in various locations throughout the City. As the building would be vacant during the foreseeable future, no operational emissions would occur.

Alternative B1 – Rehabilitation

The estimate of long-term operations emissions under Alternative B1 is presented in Table 4.2-14. As shown therein, regional emissions would not exceed regional SCAQMD thresholds.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

The estimate of long-term operations emissions under Alternative B2 is presented in Table 4.2-15. As shown therein, regional emissions would exceed regional SCAQMD thresholds for NO_X. prior to implementation of mitigation measures. This impact would occur because the new vehicle trips that would be generated under Alternative B2 would generate new mobile-source emissions.

Alternative B3 – Demolition and Build

The estimate of long-term operations emissions under Alternative B3 is presented below in Table 4.2-16. As shown therein, regional emissions would exceed regional SCAQMD thresholds for NO_X and ROC prior to implementation of mitigation measures. This impact would occur because the new vehicle trips that would be generated under Alternative B3 would generate new mobile-source emissions.

[13] Daily VMT estimate derived by applying CalEEMod default trip length estimates (per land use) to the proposed project default trip generation estimates (per land use).

Table 4.2-14. Alternative B1 Estimate of Operational Emissions

	ROC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Regional Emissions in Pounds per Day						
On-site Area Sources [a]	7	<1	<1	<1	<1	<1
Off-site Electricity Sources	<1	<1	<1	<1	<1	<1
On Road Mobile Sources	25	59	246	<1	35	3
Transportation Demand Management Measures [b]	**(4)**	**(9)**	**(37)**	**(<1)**	**(5)**	**(<1)**
Total	**28**	**50**	**209**	**<1**	**30**	**3**
Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Localized Emissions in Pounds per Day						
Area	7	<1	<1	<1	<1	<1
Localized Threshold	**N/A**	**108**	**1,048**	**N/A**	**2**	**2**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:

Emissions calculated using CalEEMod. Model output sheets are provided in Appendix B.

[a] Area sources include landscape equipment emissions and miscellaneous sources (e.g., detergents and cleaning compounds).

[b] Transportation Demand Management Measures (equal to a reduction of 15% of mobile emissions) can be found in the Traffic Study prepared by KOA Incorporated. Please see Section 4.8, Transportation and Traffic, for more information.

Source: ICF 2012.

Table 4.2-15. Alternative B2 Estimate of Operational Emissions

	ROC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Regional Emissions in Pounds per Day						
On-site Area Sources [a]	13	<1	<1	<1	<1	<1
Off-site Electricity Sources	2	1	1	<1	<1	<1
On Road Mobile Sources	32	73	277	<1	66	3
Transportation Demand Management Measures [b]	**(5)**	**(11)**	**(42)**	**(<1)**	**(10)**	**(<1)**
Total	40	63	236	<1	56	3
Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
Localized Emissions in Pounds per Day						
Area	13	<1	<1	<1	<1	<1
Localized Threshold	**N/A**	**108**	**1,048**	**N/A**	**2**	**2**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:

Emissions calculated using CalEEMod. Model output sheets are provided in Appendix B.

[a] Area sources include landscape equipment emissions and miscellaneous sources (e.g., detergents and cleaning compounds).

[b] Transportation Demand Management Measures (equal to a reduction of 15% of mobile emissions) can be found in the Traffic Study prepared by KOA Incorporated. Please see Section 4.8, Transportation and Traffic, for more information.

Source: ICF 2012.

Table 4.2-16. Alternative B3 Estimate of Operational Emissions

	ROC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Regional Emissions in Pounds per Day						
On-site Area Sources [a]	20	<1	<1	<1	<1	<1
Off-site Electricity Sources	2	2	2	<1	<1	<1
On Road Mobile Sources	48	109	415	<1	104	6
Transportation Demand Management Measures[c]	**(7)**	**(16)**	**(62)**	**(<1)**	**(16)**	**(<1)**
Total	60	95	353	<1	88	6
Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**Yes**	**Yes**	**No**	**No**	**No**	**No**
Localized Emissions in Pounds per Day						
Area	20	<1	<1	<1	<1	<1
Localized Threshold	**N/A**	**108**	**1,048**	**N/A**	**2**	**2**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Emissions calculated using CalEEMod. Model output sheets are provided in Appendix B.
[a] Area sources include landscape equipment emissions and miscellaneous sources (e.g., detergents and cleaning compounds).
[b] Transportation Demand Management Measures (equal to a reduction of 15% of mobile emissions) can be found in the Traffic Study prepared by KOA Incorporated. Please see Section 4.8, Transportation and Traffic, for more information.
Source: ICF 2012.

Localized Operations-period Impacts

In addition to project-related operations-period mass emissions for the build alternatives, there is also the potential for impacts related to CO emissions. There would be no material difference in localized impacts among each of the three build alternatives. As such, the following analysis presents localized impacts for each of the three Build Alternatives.

Elevated levels of CO concentrations are typically found in areas with significant traffic congestion. CO is a public health concern because it combines readily with hemoglobin and reduces the amount of oxygen transported in the bloodstream. CO can cause health problems, such as fatigue, headache, confusion, dizziness, and death. Motor vehicles are the dominant source of CO emissions in most areas. High CO levels develop primarily during winter when periods of light winds combine with the formation of ground-level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased CO emission rates at low air temperatures. CO emission rates from motor vehicles have been declining and are expected to continue to decline in the future because of the CARB's Mobile Source Program, which supports replacement of older, higher emitting vehicles with newer vehicles, and increasingly stringent inspection and maintenance programs, as well as other regulatory requirements, which aim to reduce both smog-causing and greenhouse gas emissions from passenger vehicles.

The SCAQMD recommends a localized hot-spot evaluation of potential localized CO impacts when a project's trips cause vehicle to capacity (V/C) ratios to increase by two percent or more at intersections with an LOS of C or worse. Thus, intersections were screened using this LOS C or worse and 2 percent increase in V/C ratio criteria. Of all the intersections that were LOS C or worse and had a 2 percent increase in V/C ratios, the intersections with three worst (highest) V/C ratios were analyzed for localized CO hotspot impacts.

CO hotspot impacts were evaluated through CO dispersion modeling emission factor from CARB's EMFAC2011 web-tool, the CALINE4 model, and traffic data provided by the traffic engineers. CO emissions were modeled for existing (2012) and future year (2018) without and with project conditions at nearby affected intersections. Emission factors were generated from the EMFAC 2011 assuming a Los Angeles (SCAQMD) fleet assuming a 5 mph travel speed operating using annual average emission rates.

Table 4.2-17 and Table 4.2-18 present the results the CO hotspot modeling under "Existing plus Project" and "Future Year" conditions, respectively. As shown therein, localized CO emissions would not result in violations of the state or federal 1- or 8-hour CO standards under any of the three build alternatives. Consequently, the impact of traffic conditions from the proposed project on ambient CO levels is considered less than significant.

Toxic Air Contaminant Emissions

The greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy equipment operations during site grading activities. The SCAQMD does not consider diesel-related cancer risks from construction equipment to be an issue due to the short-term nature of construction activities. Construction activities associated with the build alternatives would be sporadic, transitory, and short term in nature (no more than 24 months). The assessment of cancer risk is typically based on a 70-year exposure period. Because exposure to diesel exhaust would be well below the 70-year exposure period, construction of the build alternatives is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. As such, project-related toxic emission impacts during construction would be less than significant.

With respect to long-term project operations, no meaningful source of TAC emissions would occupy the project site under any of the three build alternatives. As such, there would be no potential for any meaningful TAC emissions. Potential impacts would be less than significant.

Odors Impacts

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors and, therefore, would not produce objectionable odors.

Odors resulting from the construction of the proposed project are not likely to affect a substantial number of people due to the fact that construction activities do not usually emit offensive odors. Potential odor emitters during construction activities include asphalt paving and the use of architectural coatings and solvents. SCAQMD Rules 1108 and 1113 limit the amount of VOCs from cutback asphalt and architectural coatings and solvents, respectively. Given mandatory compliance with SCAQMD rules, no construction activities or materials are proposed that would create a significant level of objectionable odors. As such, potential impacts during short-term construction would be less than significant.

Table 4.2-17. Modeled CO Levels (parts per million) at Receptors Nearby Affected Intersections, 2012 Existing and Existing Plus Project Conditions

Intersection	Existing		Alternative B1		Alternative B2		Alternative B3	
	1 Hour	8 Hour	1 Hour	8 Hour	1 Hour	8 Hour	1 Hour	8 Hour
Alameda Street and Cesar E. Chavez Avenue	5.6	4.4	5.6	4.4	5.6	4.4	5.6	4.4
Los Angeles Street and Temple Street	4.8	3.8	4.9	3.9	5.1	4.0	5.3	4.2
Main Street and 1st Street	5.3	4.2	5.3	4.2	5.3	4.2	5.3	4.2
Background concentrations of 2.8 and 2.4 parts per million (ppm) were added to the modeling 1- and 8-hour results, respectively. The federal and state 1-hour standards are 35 and 20 ppm, respectively. The federal and state 8-hour standards are 9 and 9.0 ppm, respectively. Source: ICF 2012, EMFAC and CALINE4 modeling.								

Table 4.2-18. Modeled CO Levels (parts per million) at Receptors Nearby Affected Intersections, 2018 Future Year Conditions.

Intersection	2018		Alternative A		Alternative 2		Alternative 3	
	1 Hour	8 Hour	1 Hour	8 Hour	1 Hour	8 Hour	1 Hour	8 Hour
Alameda Street and Cesar E. Chavez Avenue	4.6	3.7	4.6	3.7	4.7	3.7	4.7	3.7
Los Angeles Street and Temple Street	4.2	3.4	4.2	3.4	4.3	3.5	4.4	3.5
Main Street and 1st Street	4.5	3.6	4.5	3.6	4.5	3.6	4.5	3.6
Background concentrations of 2.8 and 2.4 parts per million (ppm) were added to the modeling 1- and 8-hour results, respectively. The federal and state 1-hour standards are 35 and 20 ppm, respectively. The federal and state 8-hour standards are 9 and 9.0 ppm, respectively. Source: ICF 2012, EMFAC and CALINE4 modeling.								

Greenhouse Gas Emissions

The proposed project's amount of emissions, without considering other cumulative global emissions, would be insufficient to cause climate change. As such, impacts related to project GHG emissions are evaluated below under Section 4.2.7 (Cumulative Impacts).

4.2.5 Mitigation Measures

Alternative A - No Project

No significant construction or operations impacts would occur under the No Project Alternative. As such, no mitigation measures are necessary.

Alternative B1 – Rehabilitation

Construction-period Emissions

AQ-1: During construction, non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings shall be used where feasible, or pre-fabricated architectural panels shall be used in the construction of the project to reduce VOC emissions to the maximum extent practicable. VOC-containing materials shall be Super-Compliant Low VOC paint that meets "super-compliant" VOC standard of <10 g/L of the South Coast Air Quality Management District (Rule 1113). These requirements shall be specified in the final architectural plans to be approved by the City of Los Angeles Department of Building and Safety prior to issuance of building permits.

As indicated in Table 4.2-19, Mitigation Measure AQ-1 would reduce ROC emissions by at least 95 percent during the architectural coatings phase and by at least 94 percent during the "Conservative Scenario 2" phase overlap. With implementation of Mitigation Measure AQ-1, ROC emissions would not exceed SCAQMD significance criteria under any construction phase. Construction emissions under Alternative B1 would be less than significant with implementation of this mitigation measure.

Table 4.2-19. Alternative B1 Estimate of Construction Emissions with Mitigation

Construction Phase	ROC	NO_x	CO	SO_x	PM_{10}[a]	$PM_{2.5}$[a]
	Regional Emissions in Pounds per Day					
Demolition [b]	5	43	24	<1	36	10
Construction 2016	8	49	49	<1	6	3
Construction 2017	4	26	31	<1	4	2
Paving	3	15	13	<1	1	1
Arch Coating	21	6	6	<1	1	1
Conservative Scenario 1[c]	14	92	73	<1	42	13
Conservative Scenario 2[d]	28	47	49	<1	6	3
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Construction emission calculation worksheets are included in the Appendix B.
[a] PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.
[b] Only internal demolition. Please see Chapter 3, Project Description, for more information. Includes haul trips associate with demolition of internal components of building; also assumes that all equipment, except for rubber-tired dozers, are electric.
[c] Conservative Scenario 1: overlap of Grading and Construction 2016 phases.
[d] Conservative Scenario 2: overlap of Construction 2017, Paving, and Arch Coating phases.
Source: ICF International, August 2012.

Should the Inter-Building Circulation Option be included as part of Alternative B1, the following mitigation measures are also required:

AQ-2: Construction-period Haul Trucks **–** Model year 2010 and newer diesel haul trucks shall be used for material delivery trucks and soil import/export; if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained, the lead agency shall use trucks that meet EPA 2007 model year NO_X and PM emissions requirements.

AQ-3: Construction Off-road Equipment – Phase in the use of off-road construction equipment per the following schedule:

- Project Start to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

AQ-4: SCAQMD "SOON" funds – Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate cleanup of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website:

http://www.aqmd.gov/tao/Implementation/SOONProgram.htm

AQ-5: Use of existing electricity infrastructure **–** The City shall require by contract specifications that construction operations shall rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible. Contract specification language shall be reviewed prior to issuance of a grading permit.

Even with implementation of Mitigation Measures AQ-2 through AQ-5, regional NO_X and localized $PM_{2.5}$ emissions would continue to exceed SCAQMD daily significance criteria.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

Construction-period Emissions

Mitigation Measures AQ-1 through AQ-5 shall also be implemented under Alternative B2, with or without inclusion of the Inter-Building Circulation Option.

As indicated in Table 4.2-20, implementation of Mitigation Measures AQ-1 through AQ-5 would result in reductions of ROC emissions of ROG by at least 95 percent in the Architectural Coatings phase and by at least 94 percent in the Conservative Scenario 2 phase, as well as the reduction of NO_x in Conservative Scenario 1 by at least 27 percent. Implementation of these mitigation measures would reduce emissions of ROG and NO_X below the SCAQMD regional significance threshold under Alternative B2; however, regional NO_X emissions would continue to exceed SCAQMD significance criteria with the Inter-Building Circulation Option. As such, air quality emission impacts related to construction for this alternative would be less than significant after implementation of Mitigation Measures AQ-1 through AQ-5 for regional emissions under Alternative B2, but NO_X emissions would remain significant with the Inter-building Circulation Option.

For localized emissions, implementation of Mitigation Measures AQ-1 through AQ-5 would reduce emissions of PM_{10} and $PM_{2.5}$ by 30 percent; however, daily emissions would continue to exceed SCAQMD localized significance thresholds. As such, localized impacts related to construction for this alternative would be significant and unavoidable.

Operations-period Emissions

Nearly all of Alternative B2 NOx emissions would result from mobile-sources. No project-level mitigation measures are available to reduce mobile-source emissions, other than those already applied from the Traffic Section. As such, operations-period NO_X emissions occurring under Alternative B2 would be significant and unavoidable.

Table 4.2-20. Alternative B2 Estimate of Construction Emissions with Mitigation

	ROC	NO_x	CO	SO_x	PM_{10}[a]	$PM_{2.5}$[a]
Construction Phase	**Regional Emissions in Pounds per Day**					
Demolition	13	82	94	<1	52	17
Grading	4	25	31	<1	5	2
Construction 2016	9	53	70	<1	9	5
Construction 2017	9	52	68	<1	9	5
Paving	3	16	20	<1	2	2
Arch Coating	32	5	6	<1	1	1
Conservative Scenario 1[b]	13	78	100	<1	8	6
Conservative Scenario 2[c]	44	72	94	<1	6	6
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

	ROC	NO_x	CO	SO_x	PM_{10}[a]	$PM_{2.5}$[a]
Construction Phase	**Localized Emissions in Pounds per Day**					
Demolition	12	75	87	<1	10	6
Grading	4	25	30	<1	5	2
Construction 2016	7	38	46	<1	3	3
Construction 2017	7	38	46	<1	3	3
Paving	3	15	19	<1	2	2
Arch Coating	32	5	4	<1	1	1
Conservative Scenario 1[b]	11	62	76	<1	8	5
Conservative Scenario 2[c]	41	58	69	<1	3	5
Localized Threshold	**N/A**	**108**	**1,048**	**N/A**	**8**	**5**
Exceed Threshold?	**No**	**No**	**No**	**No**	**Yes**	**Yes**

Notes:
Construction emission calculation worksheets are included in the Air Quality Appendix B.
[a] PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.
[b] Conservative Scenario 1: overlap of Grading and Construction 2016 phases.
[c] Conservative Scenario 2: overlap of Construction 2017, Paving, and Arch Coating phases.
Source: ICF International, August 2012.

Alternative B3 – Demolition and Build

Construction-period Emissions

Mitigation Measures AQ-1 through AQ-5 shall be implemented under Alternative B3, with or without the inclusion of either the bridge or tunnel Inter-Building Circulation Option.

As indicated in Table 4.2-21, implementation of Mitigation Measures AQ-1 through AQ-5 would result in reductions of ROC emissions by at least 94 percent in the Conservative Scenario 2 phase, as well as the reduction of NO_X emissions in Conservative Scenario 1 by at least 27 percent. Implementation of these mitigation measures would reduce emissions of ROC and NO_X below SCAQMD regional significance thresholds under Alternative B3; however, regional NO_X emissions would continue to exceed SCAQMD significance criteria with either the bridge or tunnel Inter-Building Circulation Option. As such, air quality emission impacts related to construction for this alternative would be less than significant after implementation of Mitigation Measures AQ-1 through AQ-5 for regional emissions under Alternative B3, but NO_X emissions would remain significant with either the bridge or tunnel Inter-Building Circulation Option.

For localized emissions, implementation of Mitigation Measures AQ-1 through AQ-5 would reduce emissions of PM_{10} and $PM_{2.5}$ by 39 percent; however, localized emissions would continue to exceed SCAQMD localized significance thresholds. As such, localized impacts related to Alternative B3 construction would be significant and unavoidable.

Table 4.2-21. Alternative B3 Estimate of Construction Emissions with Mitigation

	ROC	NO_x	CO	SO_x	PM_{10}[a]	$PM_{2.5}$[a]
Construction Phase	**Regional Emissions in Pounds per Day**					
Demolition	8	53	61	<1	84	23
Grading	8	50	58	<1	6	4
Construction 2016	8	49	69	<1	12	5
Construction 2017	8	47	65	<1	12	5
Paving	3	16	20	<1	2	2
Arch Coating	57	2	7	<1	18	9
Conservative Scenario 1[b]	16	99	126	<1	18	9
Conservative Scenario 2[c]	68	64	92	<1	15	7
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Construction Phase	**Localized Emissions in Pounds per Day**					
Demolition	7	46	54	<1	15	5
Grading	8	50	57	<1	6	4
Construction 2016	4	21	25	<1	2	2
Construction 2017	4	21	25	<1	2	2
Paving	3	15	19	<1	2	2
Arch Coating	57	2	2	<1	<1	<1
Conservative Scenario 1[b]	11	71	82	<1	8	6
Conservative Scenario 2[c]	63	37	46	<1	4	4
Localized Threshold	**N/A**	**108**	**1,048**	**N/A**	**8**	**5**
Exceed Threshold?	**No**	**No**	**No**	**No**	**Yes**	**Yes**

Notes:
Construction emission calculation worksheets are included in the Air Quality Appendix B.
[a] PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rule 403 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.
[b] Conservative Scenario 1: overlap of Grading and Construction 2016 phases.
[c] Conservative Scenario 2: overlap of Construction 2017, Paving, and Arch Coating phases.
Source: ICF International, August 2012.

Operations-period Emissions

Nearly all of Alternative B3 NOx emissions would result from mobile-sources. No project-level mitigation measures are available to reduce mobile-source emissions, other than those already applied from the Traffic Section. As such, operations-period NO_X emissions occurring under Alternative B3 would be significant and unavoidable.

4.2.6 Significant Unavoidable Adverse Impacts

Alternative A - No Project

No significant unavoidable adverse impacts would occur under the No Project Alternative.

Alternative B1 – Rehabilitation

No significant unavoidable adverse impacts would occur under the Alternative B1; however, with the Inter-Building Circulation Option regional NO_X and localized $PM_{2.5}$ emissions would be significant and unavoidable.

Alternatives B2, and B3

Regional NO_X emissions would be significant and unavoidable with either the bridge or tunnel Inter-Building Circulation Option.

Localized impacts related to short-term emissions of PM_{10} and $PM_{2.5}$ during construction would be significant and unavoidable after implementation of mitigation measures.

Impacts related to NO_X emissions during long-term project operations would be significant and unavoidable. This is because no project-level mitigation measures are available that would reduce mobile-source emissions.

4.2.7 Cumulative Impacts

Air Quality

The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. Therefore, the study area of analysis for cumulative impacts on air quality is the entire Basin. As previously discussed, the proposed project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants.[14]

In addition, the proposed project would comply with the SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all

[14] CEQA Guidelines Section 15064(h)(3) states "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) which provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan or program, the lead agency should explain how the particular requirements in the plan or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project."

feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on all projects Basin-wide, which would include all related projects. As such, cumulative impacts with respect to criteria pollutant emissions would be less than significant.

Greenhouse Gas Emissions

GHGs and climate change are exclusively cumulative impacts, and there are no non-cumulative GHG emission impacts from a climate change perspective. As such, GHGs and climate change are cumulatively considerable even though the contribution may be individually limited (SCAQMD 2008). SCAQMD methodology and thresholds are, thus, cumulative in nature, and the study area for cumulative impacts on GHGs and climate change is the State of California. As shown in Table 4.2-22 below, the build alternatives' annual GHG emissions under BAU conditions are estimated to be 7,249 metric tons CO_2e emissions under Alternative B1; 13,268 metric tons CO_2e emissions under Alternative B2, and 19,872 metric tons CO_2e emissions under Alternative B3. These estimates reflect emissions from all construction and operation activity. To put these numbers into perspective, statewide CO_2e emissions for year 2009 were estimated to be 456.8 *million* metric tons.

The City currently does not have adopted plans or programs explicitly mandating GHG emission reductions. As such, the analysis herein evaluates project-related GHG emissions against the statewide reduction goal of AB 32 (a 28.5 percent reduction when compared to BAU). The build alternatives would result in increased GHG emissions over existing conditions, which could have a cumulatively considerable contribution to the effects of climate change. The emissions forecast associated with the unmitigated scenarios shown in Table 4.2-22 are, therefore, an estimate of future emissions based on existing energy and carbon factors and absent project-related features. The unmitigated forecast is, in effect, the BAU forecast. As such, potential impacts related to project GHG emissions would be significant prior to implementation of mitigation measures.

Table 4.2-22. Annual Operational GHG Emissions (CO_2e metric tons per year)

Operational Emissions	Alternative B1	Alternative B2	Alternative B3
Amortized Construction Emissions (30 years)	33	93	119
Mobile Sources	3,832	6,396	9,580
Area Sources	0	0	0
Energy Sources	2,182	4,374	6,566
Waste Sources	622	1,244	1,866
Water Consumption Sources	581	1,161	1,741
Total Project Related GHG Emissions	**7,249**	**13,268**	**19,872**

Notes:

Area sources include landscape equipment emissions and miscellaneous sources (e.g., detergents and cleaning compounds).

Emissions calculated using the CalEEMod emissions model. Model output sheets are provided in Appendix B.

Source: ICF 2012.

Project Mitigation Measures

GHG-1: Prior to the issuance of building permits, the project applicant shall prepare a recycling/solid waste reduction plan, subject to review and approval by the City of Los Angeles Department of Building and Safety. The City shall ensure that the proposed project maintains a recycling/solid waste reduction program that achieves a minimum reduction of 20 percent by volume of solid waste for Alternative B1, and 25 percent by volume for Alternatives B2 and B3.

GHG-2: Prior to the issuance of building permits, the City of Los Angeles Building Safety Department shall ensure that the proposed project incorporates energy conservation measures into the design of the proposed project that exceed mandatory requirements lighting efficiency requirements by 10 percent.

GHG-3: Prior to the issuance of building permits, the City of Los Angeles Building Safety Department shall ensure that the proposed project incorporates water conservation measures that shall include, but shall not be limited to, the following: reduce potable water demands by installing water-conserving, low-flow faucets, toilets, and urinals, etc.

Cumulative Impacts after Mitigation

The mitigated impact includes reductions associated with Mitigation Measures GHG-1, GHG-2, and GHG-3, as well as reductions associated with statewide measures designed to reduce GHG emissions, including Pavley, LCFS, and RPS. As shown in Table 4.2-23, GHG emissions under Alternative B1 would be reduced by 2,066 metric tons, or 28.5 percent, per year, compared to unmitigated BAU conditions. In addition, Mitigation Measures AQ-2 through AQ-5 would reduce construction-period GHG emissions. As such, GHG emissions under Alternative B1 would be consistent with the statewide reduction goals of AB32 and would be less than significant with implementation of mitigation measures.

Table 4.2-23. Alternative B1 Annual Operational GHG Emissions after Mitigation Measures

Alternative B1 Operational Emissions	Annual CO_2e (metric tons)	Annual CO_2e After Mitigation (metric tons)
Amortized Construction Emissions (30 years)	33	33
Mobile Sources	3,832	2,690
Area Sources	0	0
Energy Sources	2,182	1,462
Waste Sources	622	467
Water Consumption Sources	581	532
Total Project Related GHG Emissions (28.5% reduction)	**7,249**	**5,183**

Notes:
Includes total operational emissions plus construction period emissions amortized over 30 years.
Emissions calculated using the CalEEMod emissions model. Model output sheets are provided in Appendix B.
Source: ICF 2012.

As shown in Table 4.2-24, GHG emissions under Alternative B2 would be reduced by 3,841 metric tons, or 29 percent, per year compared to unmitigated BAU conditions. In addition, Mitigation Measures AQ-2 through AQ-5 would reduce construction-period GHG emissions. As such, GHG emissions under Alternative B2 would be consistent with the reduction goals of AB32 and would be less than significant with implementation of mitigation measures.

As shown in Table 4.2-25, GHG emissions under Alternative B3 would be reduced by 5,760 metric tons, or 29 percent, per year compared to unmitigated BAU conditions. In addition, Mitigation Measures AQ-2 through AQ-5 would reduce construction-period GHG emissions. As such, GHG emissions under Alternative B3 would be consistent with the reduction goals of AB32 and would be less than significant with implementation of mitigation measures.

Discussed earlier under Section 4.2.2 (Regulatory Setting) and demonstrated in Table 4.2-23, Table 4.2-24, and Table 4.2-25, the proposed project would be consistent California's goal to reducing GHG emissions state-wide under AB 32. The proposed project's amount of emissions, without considering other cumulative global emissions, would be insufficient to cause climate change. The proposed project would be consistent with the state's goals of reducing GHG emissions to 1990 levels by 2020. As such, the proposed project's contribution to climate change/worldwide GHG emissions would be less than significant.[15]

Table 4.2-24. Alternative B2 Annual Operational GHG Emissions after Mitigation Measures (in metric tons per year)

Alternative B2 Operational Emissions	Annual CO_2e (metric tons)	Annual CO_2e After Mitigation (metric tons)
Amortized Construction Emissions (30 years)	93	93
Mobile Sources	6,396	4,490
Area Sources	0	0
Energy Sources	4,374	2,847
Waste Sources	1,244	933
Water Consumption Sources	1,161	1,063
Total Project Related GHG Emissions (29% reduction)	**13,268**	**9,427**
Notes: Includes total operational emissions plus construction period emissions amortized over 30 years. Emissions calculated using the CalEEMod emissions model. Model output sheets are provided in Appendix B. Source: ICF 2012.		

[15] Ibid.

Table 4.2-25. Alternative B3 Annual GHG Operational GHG Emissions after Mitigation Measures (in metric tons per year)

Operational Emissions	Annual CO_2e (metric tons)	Annual CO_2e After Mitigation (metric tons)
Amortized Construction Emissions (30 years)	119	119
Mobile Sources	9,580	6,725
Area Sources	0	0
Energy Sources	6,566	4,274
Waste Sources	1,866	1,399
Water Consumption Sources	1,741	1,595
Total Project Related GHG Emissions (29% reduction)	**19,872**	**14,112**

Notes:
Includes total operational emissions plus construction period emissions amortized over 30 years.
Emissions calculated using the CalEEMod emissions model. Model output sheets are provided in Appendix B.
Source: ICF 2012.

4.3 Cultural Resources

4.3.1 Historical Resources

This section discusses the potential impacts on historical resources resulting from development of each project alternative.

A **historical resource** is any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California.

4.3.1.1 Regulatory Setting

The proposed project is subject to several state laws, regulations, and building codes regarding historical resources. In addition, the appropriate treatment of historic properties is guided by federal guidelines promulgated by the Secretary of the Interior.

Federal

National Historic Preservation Act

Initially enacted in 1966 and amended most recently in 2006, the National Historic Preservation Act (NHPA) established a national policy regarding historic preservation that holds that "preservation of [the Nation's] heritage is in the public interest so that its vital legacy of cultural, education, aesthetic, inspirational, economic, and energy benefits will be maintained and enriched for future generations of Americans"(16 U.S.C. 470). In addition, the NHPA outlined several measures intended to support the preservation of properties that embody this heritage. Some of these measures are detailed below.[1]

National Register of Historic Places

Among its directives, the NHPA authorized the Secretary of the Interior to expand and maintain a National Register of Historic Places (NRHP) composed of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. As directed by the NHPA, the Secretary of the Interior established criteria for inclusion of properties in the NRHP. These "criteria for evaluation" are as follows (National Register Bulletin, "How to Apply the National Register Criteria for Evaluation"):

A. Associated with events that have made a significant contribution to the broad patterns of our history; or

B. 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 distinguishable entity whose components may lack individual distinction; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.

[1] The implementing regulation for Section 106 of the NHPA can be found in 36 CFR (Code of Federal Regulations) Part 800.

In addition to meeting one of more of these criteria for historic significance, a property eligible for the NRHP must also possess integrity. Integrity speaks to "the ability of a property to convey its significance" and is "grounded in an understanding of a property's physical features." Evaluation of a property for the NRHP considers seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association (National Park Service 1997).

A property listed in or formally determined eligible for listing in the NRHP is automatically included in the California Register of Historical Resources and is, therefore, a historical resource for the purposes of the California Environmental Quality Act (CEQA).

Secretary of the Interior Standards for the Treatment of Historic Properties[2]

In addition to providing criteria for evaluating the historic significance of properties, the Secretary of Interior has developed "Standards for the Treatment of Historic Properties." According to the National Park Service, they provide "common sense historic preservation principles" and are presented as "a series of concepts about maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations" (National Park Service n.d.).

There are "four distinct approaches to the treatment of historic properties: preservation, rehabilitation, restoration, and reconstruction." The selection of a treatment approach "depends on a variety of factors, including the property's historical significance, physical condition, proposed use, and intended interpretation" (National Park Service n.d.).

In the case of Parker Center, because the building will experience a change of use from a 1950s era police-only facility to a 21st century multi-use facility designed to accommodate a wide spectrum of municipal department offices and services, supportive services such as a childcare center, and retail, the most appropriate treatment approach is rehabilitation. The selection of the rehabilitation treatment approach is discussed in greater depth in the impacts section below.

The Standards for Rehabilitation (36 CFR 67) are as follows:[3]

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

[2] Technical Preservation Services, National Park Service, U.S. Department of the Interior, http://www.nps.gov/tps/index.htm (Accessed September 11, 2012)

[3] Ibid., http://www.nps.gov/tps/standards/rehabilitation.htm (September 11, 2012)

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of the deterioration requires replacement of a distinctive feature, the new feature will match old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize a property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the property and its environment would be unimpaired.

State

California Register of Historical Resources

NHPA mandated the selection and appointment in each state of a State Historic Preservation Officer (SHPO). Each SHPO is tasked, among other duties, with maintaining an inventory of historic properties. In California, the state legislature established additional duties for the SHPO. These include the maintenance of a California Register of Historical Resources (CRHR). Established by California Public Resources Code Section 5024.1(a) in 1992, the CRHR serves as "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent feasible, from substantial adverse change." According to California Public Resources Code Section 5024.1(c), the CRHR criteria broadly mirror those of the NRHP. The CRHR criteria are found at California Public Resources Code Section 5024.1(c) as follows:

"An historical resource must be significant at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the live 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."

The general rule is that a resource must be 50 years old to qualify for the CRHR.[4] In addition to meeting one or more of the historical significance criteria, the resource must possess integrity. Integrity is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance."

[4] The CRHR criteria allow for exceptions to this 50-year threshold (Office of Historic Preservation 1997).

There are several ways for resources to be included in the CRHR. A resource can be *listed* in the CRHR based upon a nomination and public consideration process. Additionally, a resource that is subject to a discretionary action by a governmental entity will be evaluated for *eligibility* for the CRHR. As previously stated, properties listed in or formally determined eligible for listing in the NRHP are *automatically* listed in the CRHR.

California Environmental Quality Act

Established in 1970, CEQA directs state and local government entities to analyze and publically disclose environment impacts of proposed projects. Moreover, it requires the development and adoption of mitigation measures to lessen impacts. At Section 21060.5, the State CEQA Guidelines define the environment to include "objects of historic . . . significance." For the purposes of CEQA, "historical resources" are defined at Section 15064.5(a) of the State CEQA Guidelines. The text below is abbreviated and excerpted:

1. A resource listed in, or determined eligible by the State Historical Resources Commission, for listing in the CRHR.
2. A resource included in a local register of historical resources…or identified as significant in an historical resource survey…shall be presumed historically significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR.

California State Historical Building Code

The design and construction of older buildings sometimes does not conform to current building and health/life safety codes. In some cases, there is a conflict between the appropriate treatment of a significant feature of a historical resource and a retrofit of the resource that meets the letter of current code. In order to help resolve conflicts of this nature, the California State Historical Building Code (SHBC) provides "alternative building regulations for permitting repairs, alterations and additions necessary for the preservation, rehabilitation, relocation, related construction, change of use, or continued use of a 'qualified historical building or structure'" (California State Parks 2012).

Essentially, the SHBC provides a performance-based alternative to the prescriptive building code adopted by most jurisdictions. In cases where conformance with prescriptive building codes would pose negative impacts to historical resources, the SHBC provides an alternative path to fulfilling the intent of the standard building code without necessarily adhering to its letter. In this way, the SHBC "facilitate[s] the rehabilitation or change of occupancy [of historical resources] so as to preserve their original or restored elements and features, encourage[s] energy conservation and a cost effective approach to preservation, and provides[s] reasonable safety from fire, seismic forces or other hazards" (State Historic Building Code).

Local

The City of Los Angeles designates local landmarks, which it calls Historic-Cultural Monuments, (HCM) and local historic districts, which it calls Historic Preservation Overlay Zones (HPOZs), through Ordinance Number 175891, Section 12.20.3, of the Los Angeles Municipal Code.

Historic-Cultural Monuments

The criteria for designation as an HCM are codified in Section 22.171.7 of City of Los Angeles Administrative Code. A HCM is any site (including significant trees or other plant life located thereon), building, or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites:

- in which the broad cultural, political, economic, or social history of the nation, state, or community is reflected or exemplified; or
- that are identified with historic personages or with important events in the main currents of national, state, or local history; or
- that embody the distinguishing characteristics or an architectural-type specimen, inherently valuable for a study or a period style or method of construction; or
- that represent notable work of a master builder, designer, or architect whose individual genius influenced his age.

HCMs are historical resources for the purposes of CEQA pursuant to State CEQA Guidelines Section 15064.5(2). Alterations or demolitions to sites that have been designated as HCMs are subject to review by the City of Los Angeles Cultural Heritage Commission.

Because Parker Center is not a HCM, the proposed project is not subject to review by the City of Los Angeles Cultural Heritage Commission.

Historic Preservation Overlay Zones

The procedures for designating an HPOZ are found in Section 12.20.3 of the Los Angeles Municipal Code. HPOZs are historical resources for the purposes of CEQA pursuant to State CEQA Guidelines Section 15064.5(2). Alterations or demolitions to properties included in an HPOZ are subject to review by the Department of City Planning.

Neither Parker Center nor the area in which it is located is within an HPOZ.

4.3.1.2 Environmental Setting

Located in downtown Los Angeles, the project site is within the Civic Center area and is adjacent to the Little Tokyo neighborhood. It is set within the block bounded by 1st, John Aiso, Temple, and Los Angeles Streets (see Figure 3-2 and Figure 3-3 in Chapter 3, Project Description). In addition to the Parker Center building and its associated exterior features, this large rectangular city block is occupied by the City of Los Angeles Metropolitan Communications Dispatch Center (built in 2001) at the southwest corner, the Los Angeles Police Department (LAPD) Metropolitan Detention Center at the northwest corner (built in 2009), and Toriumi Plaza and underground parking garage at the southeast corner (built in 2011).

Study Area Defined

The study area established for the purposes of the historic analysis takes into account the potential for both direct and indirect impacts of the proposed project on historic resources, as defined by CEQA. This study area was selected based on the following criteria:

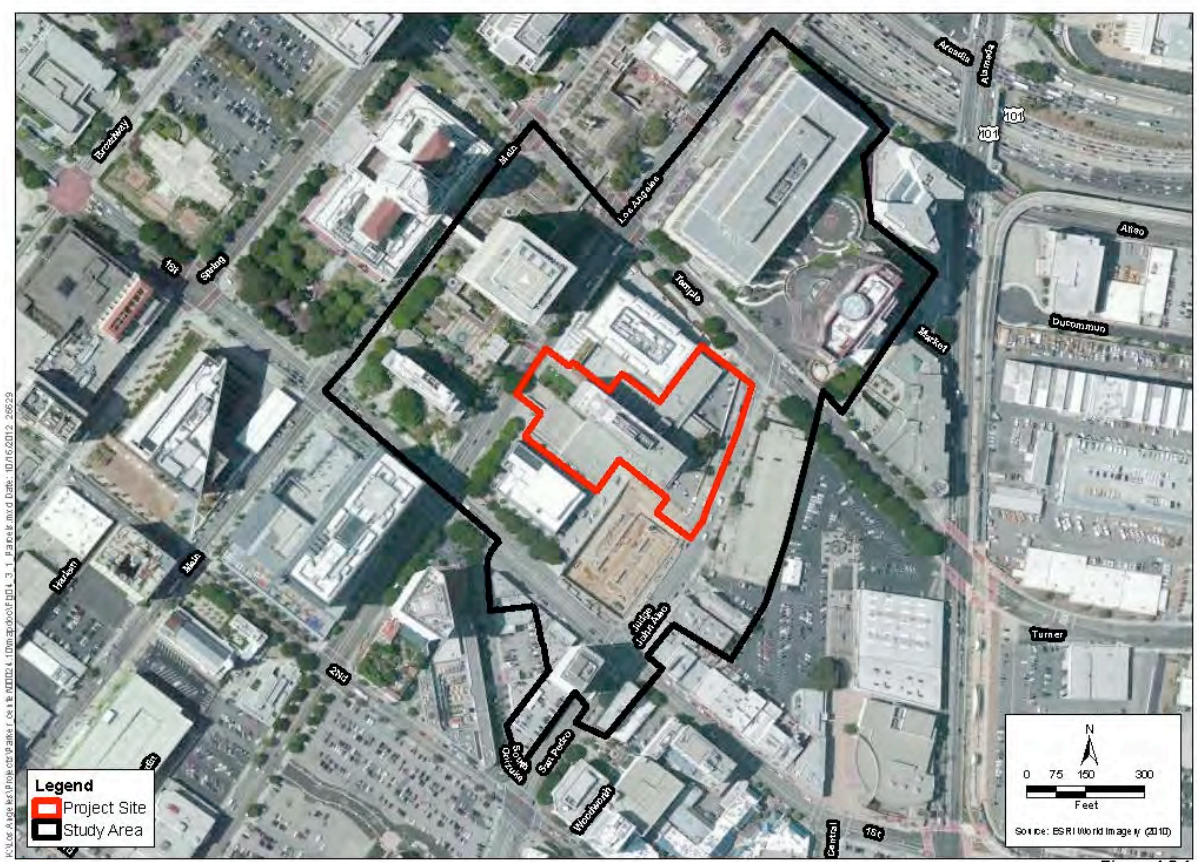
A. direct physical connection to the project site and unscreened views of the project site; and

B. historic linkage to the site via a historic district.

Study area A (Figure 4.3-1) includes:

- Parker Center, including the existing building, landscape, and hardscape features (Parker Center);
- the entire city block upon which Parker Center is sited; and
- the parcels across 1st, Judge John Aiso, Temple, and Los Angeles Streets from the project site, with the exceptions noted below.

Figure 4.3-1. Study Area A



Source: ICF International, 2012.

Study area B (Figure 4.3-2) includes:

- the Los Angeles Civic Center Historic District (to which Parker Center contributes)

The parcels located at the southeast and southwest corners of 1st and Los Angeles Streets were eliminated from the study area because they are screened from the project site by the Metropolitan Communications Dispatch Center located at the northeast corner of that intersection. The parcel located at the northwest corner of Temple and Los Angeles Streets is screened from the project site by the Los Angeles Police Department Metropolitan Detention Center.

Figure 4.3-2. Study Area B

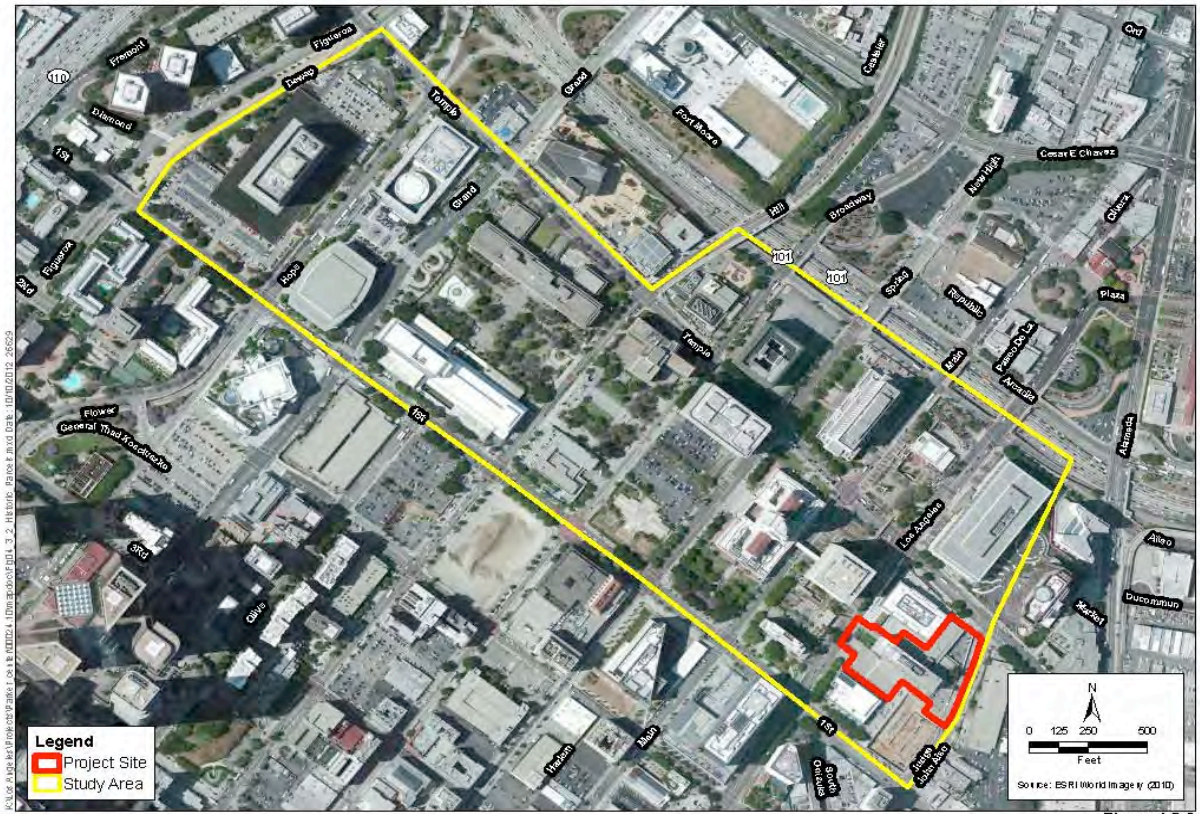

Legend
Project Site
Study Area
N
0 125 250 500
Feet
Source: ESRI World Imagery (2010)
Freeway
Figueroa
Temple
Grand
Fort Moore
Broadway
Hill
Spring
Main
Los Angeles
Alameda
Alameda
Avila
Plaza
Olvera
Cesar E Chavez
New High
Commercial
Alameda
Alameda
Alameda

Table 4.3-1. Properties Under 25 Years of Age

Address	Resource Name	Year Built
100 N Los Angeles Street	Metropolitan Communications Dispatch Center	2001
180 N. Los Angeles Street	Los Angeles Police Department Metropolitan Detention Center	2009
101 N. Judge John Aiso Street	Toriumi Plaza	2011
255 E Temple Street	Edward Roybal Federal Building and Courthouse	1991
Source: ICF International, 2012.		

The properties listed in Table 4.3-2 were evaluated in the context of the analysis prepared for the Regional Connector Transit Corridor EIS/EIR and determined not to be eligible for the CRHR. Because the resources listed in Table 4.3-2 are not historical resources under CEQA, impacts were not analyzed.

Table 4.3-2. Properties Not Historical Resources

Address	Resource Name	Year Built
200 N Main Street	City Hall East	1973
302-312 E 1st Street; 100-110 S San Pedro Street	None	1991
101 S San Pedro St	Sumitomo Bank Tower	1967
242-248 E 1st Street	None	c. 1900
234-240 E 1st Street	None	1964
230 E 1st Street	International Theater; San Kwo Low; S.K. Uyeda Store	1907
Source: SWCA Environmental Consultants, 2010.		

The properties listed in Table 4.3-3 are located within of the defined study area and have all been previously evaluated in the context of other studies or surveys. They are all historical resources for the purposes of CEQA.

Table 4.3-3. Historical Resources Located Within Study Area

Address	Resource Name	Year Built
140 N Judge John Aiso Street	Tinker Toy Parking Structure	1968
220 -226 ½ E 1st Street; 104 S Astronaut Ellison Onizuka Street	Dormer and Hinz Saloon, Nelson Hotel	1910
Various	Little Tokyo Historic District	1905-1942
120 N Judge John Aiso Street	Japanese Union Church (Little Tokyo Historic District contributor)	1922
108-116 N Judge John Aiso Street	San Pedro Firm Building (Little Tokyo Historic District contributor)	1925
104-106 N Judge John Aiso Street; 301 E 1st Street	Mark Kuwata Real Estate Building (Little Tokyo Historic District contributor)	1908

Address	Resource Name	Year Built
Various	Los Angeles Civic Center Historic District	1925-1972
111 E 1st Street	City Health Building (City Hall South) (Los Angeles Civic Center Historic District contributor)	1954
300 N Los Angeles Street	Federal Building, North Los Angeles Field Office (Los Angeles Civic Center Historic District contributor)	1965
150 N. Los Angeles Street	Parker Center (Police Facilities Building) (Los Angeles Civic Center Historic District contributor)	1955
Source: SWCA Environmental Consultants 2010; EDAW, Inc., 2004; ICF International, 2012.		

Historic Significance of the CEQA Resources in the Study Area

For the purposes of framing the impact analysis, the following is a summary of the significance of each resource including essential character-defining features.

Tinker Toy Parking Structure 140 N. Judge John Aiso Street

Evaluated in 2004 in the context of the Environmental Impact Report prepared in support of the Proposition Q and F Civic Center Public Safety Facilities Master Plan, the Tinker Toy Parking Structure was determined eligible for listing in the CRHR under criterion 3 for its architecture.[5] It is a historical resource for the purposes of CEQA pursuant to Section 15064.5(a)(3) of the State CEQA Guidelines. Designed by Samuel Wacht and engineered by J. Loevenguth in 1968 on behalf of Portable Parking Structures, Inc., the rectangular plan three-story Tinker Toy Parking Structure represents the first documented portable and demountable parking structure in the United States.

The character-defining features and aspects of integrity most essential to conveying the significance of this resource are those associated with its design, materials, and workmanship. As this building was intended to be portable, its integrity of location and setting are irrelevant to conveying its significance (EDAW, Inc., 2004).

Dormer and Hinz Saloon, Nelson Hotel

In the context of the 2010 Regional Connector Transit Corridor EIS/EIR, the Dormer and Hinz Saloon building was determined eligible for the CRHR as an individual resource under Criterion 3 for its architecture. It is a CEQA historical resource pursuant to Section 15065.5 (a)(3). An example of a Classical Revival style commercial building, this three-story brick clad building was constructed in 1910 on an irregular triangular parcel. Its Classical Revival style features include a rusticated base, arched windows, and decorative cornice (SWCA Environmental Consultants 2010).

[5] The Department of Parks and Recreation forms 523 prepared by EDAW in support of the Public Facilities Master Plan EIR erroneously identify the CRHR criterion as "C" (rather than "3"). Criterion C is the NRHP criterion that is analogous to Criterion 3 of the CRHR.

Little Tokyo Historic District

Listed in the NRHP in 1986, the Little Tokyo Historic District (LTHD) is significant under Criterion A as the center of the Japanese American community in Los Angeles in the early 20th century, 1905-1942.[6] During this period, Los Angeles' Nisei (second generation Japanese) community was the largest in the United States. Properties listed in the NRHP before 1992 were automatically listed in the CRHR when it was established in 1992. The LTHD is, therefore, a historical resource under CEQA pursuant to Section 15064.5(a)(1) of the State CEQA Guidelines.

The LTHD, along with the three contributors within the study area discussed below (Japanese Union Church, San Pedro Firm Building, and Mark Kuwata Real Estate Building) are significant under Criterion A for their association with the Japanese-American community. While the tangible physical features associated with design, materials, and workmanship are important to conveying the significance of properties under Criterion A, intangible features such as location, setting, feeling, and association are equally essential to conveying the significance of these properties. Parker Center was completed in 1955, after the period of significance of the LTHD. The construction of Parker Center necessitated the demolition of low-scale commercial and residential buildings similar to those in the LTHD. In spite of the demolition of these buildings, the LTHD was listed in the NRHP attesting to the adequacy of its integrity of setting, location, feeling, and association (SWCA Environmental Consultants 2010).

Japanese Union Church 120 N. Judge John Aiso Street

The Japanese Union Church is a contributor to the NRHP listed LTHD under Criterion A. It is, therefore, also a contributor to a CRHR listed historic district. It has also been designated as City of Los Angeles Historic-Cultural Monument No. 312. It is, therefore, a historical resource under CEQA pursuant to Sections 15064.5(a)(1) and 15065.5(a)(2) of the State CEQA Guidelines. Constructed in 1925, this three-story brick clad religious building served as the "Civil Control Station" to which local Japanese-Americans were instructed to report prior to relocation under the May 1942 Civilian Exclusion Order (SWCA Environmental Consultants 2010).

San Pedro Firm Building 108-114 N. Judge John Aiso Street

The San Pedro Firm Building is a contributor to the NRHP listed Little Tokyo Historic District under Criterion A. It is, therefore, also a contributor to a CRHR listed historic district. It has also been designated as City of Los Angeles Historic-Cultural Monument No. 615. It is, therefore, a historical resource under CEQA pursuant to Sections 15064.5(a)(1) and 15065.5(a)(2) of the State CEQA Guidelines. A three-story building designed in the Classical Revival style, this 1925 commercial building has housed a variety a Japanese owned and serving businesses and provided accommodation to the Japanese community (SWCA Environmental Consultants 2010).

[6] In 1995, the Little Tokyo Historic District was also listed as a National Historic Landmark (NHL). Both the Japanese Union Church and the San Pedro Firm Building were included as contributors to this NHL district. The Mark Kuwata Real Estate Building was not included as a contributor. Because the district, including the Japanese Union Church, the San Pedro Firm Building, and the Mark Kuwata Real Estate Building as contributors, are listed in the CRHR as a result of their NRHP listing and are, therefore, already historical resources under CEQA, NHL status need not be considered as part of this analysis.

Mark Kuwata Real Estate Building

The Mark Kuwata Real Estate Building was added as a contributor to the LTHD under Criterion A in the context of the Regional Connector Transit Corridor EIS/EIR. It is a historical resource for the purpose of CEQA pursuant to Section 15064.5(a)(1) of the State CEQA Guidelines. The one-story brick clad 1908 building inhabits a narrow corner parcel. Recently restored to its original appearance, the brick clad building was originally constructed as a mixed-use retail and residential property. Several Japanese restaurants and other businesses serving the Japanese community have occupied the building over time (SWCA Environmental Consultants 2010).

Los Angeles Civic Center Historic District

With a period of significance spanning 1925-1972, the Los Angeles Civic Center Historic District was formally determined eligible for the NRHP and listed in the CRHR in 2010. It is a historical resource for the purposes of CEQA pursuant to Section 15064.5(a)(1) of the State CEQA Guidelines.

The district consists of an informally linked grouping of government/civic buildings, structures, and public spaces located in the downtown Los Angeles area between West 1st, Figueroa, Temple, and Judge John Aiso Streets. It is organized along a northwest/southeast axis with the Department of Water and Power Building at the west end, passing through City Hall, with Parker Center and the Federal Building/North Los Angeles Field Office at the east end of the district.

The district is significant at the local level of significance under Criterion A (NRHP)/1 (CRHR) as an embodiment of Los Angeles's evolution into a major United States municipal center in the 20th Century. It is also locally significant under Criterion C/3 as an excellent collection of institutional buildings designed in the stylistic idioms of their day including the Beaux Art/City Beautiful buildings of the 1920s, early examples of municipal Modernism in the 1940s, International style buildings of the 1950s, Neo-Formalist building in the 1960s, and examples of mature Modernism in the 1970s.

The 18 extant district contributors include:

1. Department of Water and Power Building
2. Ahmanson Theater
3. Dorothy Chandler Pavilion
4. Mark Taper Forum
5. Kenneth Hahn Hall of Administration
6. Civic Center Mall (Paseo de los Pobladores)
7. Los Angeles County Courthouse (Stanley Mosk Courthouse)
8. County of Los Angeles Central Heating and Refrigeration Plant
9. Hall of Records
10. Civic Center Mall – Court of Historic Flags
11. Los Angeles County Law Library
12. Hall of Justice
13. Clara Shortridge Foltz Criminal Justice Center

14. U.S. Courthouse and Post Office Building
15. City Hall
16. City Hall South (City Health Building) (located within the CEQA study area)
17. Federal Building/North Los Angeles Field Office (located within the CEQA study area)
18. Parker Center/Police Facilities Building (located within the CEQA study area)

The following civic building located within the district boundary was evaluated as not contributing to the district:

- City Hall East (non-contributor)

The following district contributor was demolished in 2011:

- Motor Transport Division (demolished)

Eligible under Criterion A for historical importance and Criterion C for architectural significance, all aspects of the Los Angeles Civic Center are important to conveying its significance (SWCA Environmental Consultants 2010).

City Health Building (City Hall South)

Evaluated in 2010 in support of the Regional Connector Transit Corridor EIS/EIR, the City Health building was determined individually eligible for the NRHP under Criterion C for its architecture and NRHP eligible under Criteria A and C as a contributor to the Los Angeles Civic Center Historic District. This formal determination of eligibility had the effect of listing the resource in the CRHR both individually and as a contributor to a district. It is, therefore, a historical resource for the purposes of CEQA pursuant to Section 15064.5(a)(1) of the State CEQA Guidelines. Designed by architects Lunden, Hayward, and O'Connor in the International style, this nine-story 1954 building is characterized by its alternating horizontal bands and continuous ribbon of windows.

Eligible under NRHP Criteria A and C, all aspects of integrity are important to conveying the significance of this resource. Physical characteristics associated with its design, materials, and workmanship convey its architectural significance. More intangible aspects of its integrity such as its location in, setting within, and association with Civic Center are important to understanding its historical significance (SWCA Environmental Consultants 2010).

Federal Building / North Los Angeles Field Office

The Federal Building/North Los Angeles Field Office was determined NRHP eligible under Criteria A and C as a contributor to the Los Angeles Civic Center Historic District in 2010 in association with Regional Connector Transit Corridor EIS/EIR. This formal determination of NRHP eligibility resulted in automatic CRHR listing making the resource historical under CEQA pursuant to Section 15064.5(a)(1) of the State CEQA Guidelines. Designed by Welton Beckett Associates, this 1965 rectangular plan building exhibits a highly competent application of Modernist principles that emphasizes simplicity of form (SWCA Environmental Consultants 2010).

Parker Center/Police Facilities Building

Eligibility and Significance

Based on design by Welton Becket and J.E. Stanton, Parker Center (formerly known as the Police Facilities Building) was formally determined eligible for the NRHP as a contributor to the Los Angeles Civic Center in 2010 (see Photograph 4.3-1). Its period of significance dates to 1955-1958, encompassing the original construction and the later addition of the Motor Transport Division. This formal determination for NRHP eligibility had the effect of listing the resource in the CRHR. It is, therefore, a historical resource under CEQA.

Photograph 4.3-1. Existing Parker Center Building



Parker Center has been evaluated as a historical resource several times over the past decade. It was most recently evaluated as part of the Regional Connector Transit Corridor EIR/EIS in 2010. In that evaluation, the resource was formally determined eligible for the NRHP as a contributor to the Los Angeles Civic Center Historic District under Criterion A "as an integral part of the planning, design, development, and operations of the mid-century city and county governmental complex"(SWCA Environmental Consultants 2009). As a result of this evaluation, it is a historical resource under CEQA pursuant to Section 15064.5(a)(1) of the State CEQA Guidelines.

Parker Center had previously been evaluated in the context of the Police Facilities Master Plan EIR in 2004. At that time, it was determined individually eligible for the CRHR under Criterion 2[7] for its association with Chief William H. Parker, the influential and controversial Los Angeles police chief whose leadership of the department spanned the period 1950 to his death in 1966. It was also determined eligible for the CRHR under Criterion 3 for its architecture as an excellent example of the International style as applied to a civic building and as the work of noted architect Welton Becket. For the purposes of this analysis, the resource will also be considered as eligible for the CRHR under Criterion 1 for its role in the development of innovative criminal forensic techniques and its state-of-the-art crime laboratory.

Character-Defining Features

Parker Center consists of an eight-story building, plus basements and a penthouse cooling tower. It features an irregular plan, reinforced concrete foundation, and flat roof with no eaves. The massing consists of a central rectangular block (also referred to as Parker Center's "main block"), rising the full eight stories with a two-story rectangular wing intersecting the north elevation at a 90-degree angle along the eastern end of the shaft, a one-story wing projecting from the north elevation at the

[7] The Department of Parks and Recreation forms 523 prepared by EDAW in support of the Public Facilities Master Plan EIR erroneously identify the CRHR criteria as "B" (rather than "2") and "C" (rather than "3"). Criterion B and C are NRHP criteria and are analogous to CRHR criteria 2 and 3.

western end of shaft, and a one-story rectangular wing projecting from the center of the south elevation. The northeast wing originally housed the jail associated with the building, the northwest wing contains the auditorium and its lobby, and the southern projection was originally known as the administration wing. The interplay among these vertical and horizontal masses is among the essential character-defining features of the building. Parker Center is a prime example of Becket's signature "Total Design" approach, which considered the design of a building to encompass not just architectural elements but associated landscape, hardscape, and interior design and furnishings.

Character-defining features include the overall shape of the building, its materials, craftsmanship, decorative details, interior spaces and features, as well as the various aspects of its site and environment.

Exterior

The north and south elevations of the main block are essentially identical and consist of a series of alternating horizontal bands of windows and mosaic tiles. The bays are defined by narrow metal vertical trim that reaches from the bottom of the shaft to the roof. The outermost vertical bays feature ventilation grates. The east and west elevations, also virtually identical, are clad in glazed terracotta panels with perfectly aligned narrow grooves between the panels. The horizontal bands of windows and tile contrasted with the vertical metal bands dividing the bays on the long north/south elevations plus the horizontal and vertical grooves between the terracotta panels on the east/west elevations further emphasize the play of horizontal and vertical seen in the building composition.

A **piloti** is a column, constructed of iron, steel, and/or reinforced concrete, which supports a building above an open ground level.

The main entrance along the main (west) elevation is characterized by an open plaza punctuated by a series of 12 round mosaic tile clad pilotis supporting the westernmost section of the building's main block. The entry program consists entirely of glass – windows and pairs of doors – trimmed with aluminum. This glass curtain wall extends north from the entrance to the northwest corner of the auditorium wing. South of the entrance, the bottom portion of the west wall is clad in terracotta panels upon which is mounted a Bernard J. Rosenthal sculpture titled *The Family Group*. The upper portion of this wall is clad in mosaic tile, predominantly blue in color. This same mosaic tile clads the ceiling of the entrance plaza. The use of the same cladding for wall and ceiling seamlessly connects the two planes subtly evoking, through the use of blue as the tile color, the blue of the sky. This effect hints at the blending of building and nature. The floor is clad in terrazzo. The terrazzo floor of the entrance plaza continues under the west wall into the building and serves as the flooring material for the interior lobby as well. This continuity, coupled with the virtual invisibility of the glass wall, minimizes the differentiation between indoor and outdoor space. These efforts at blending the building with nature, at blurring the line between interior and exterior spaces, are key tenets of Modernist architectural philosophy. This space and these features are essential character-defining features of the building.

North of the main entrance is the one-story auditorium wing. It comprises one of the three low-scale masses that punctuate the main block of the building. It shares the west glass wall with the main entrance plaza. The southernmost wall of the new Metropolitan Detention Center (LAPD) intersects the auditorium portion of the west elevation to delineate the space on the northwest corner of the block. This wall is designed in such a way that, although it visually interrupts the original view of Parker Center's west elevation, it did not physically damage the building.

The one-story rectangular plan administrative wing is arranged to the south of the main entrance plaza and punctuates the south elevation of the main block. The west elevation appears to be clad in solid terra cotta panels. The composition of the south and east elevations of this wing emphasize horizontality achieved by three bands – top and bottom consisting of wall and middle of continuous window. The Metropolitan Communications Dispatch Center is arranged directly adjacent to this wing on the west end of the project site.

The massing of the administrative wing wraps around the east elevation of the building. Along this elevation and wrapping around the building base to the north and south, two basement stories effectively serve as a plinth (platform) upon which the main block of the building sits. This elevation contains a secondary entrance. Because of a grade change sloping east from Los Angeles Street, the east entrance to the building is situated in the basement. This elevation and its entrance was not "public facing." Its architectural treatment was, therefore, far more workmanlike. Utilitarian in nature, this elevation lacks the carefully composed combination of materials and functions seen at the west entrance plaza.

The north elevation of the building is intersected by the jail wing. Rectangular in plan and two-stories in height, the jail wing is arranged at a 90-degree angle to the main block of the building. A wall enclosing a large deep concrete yard extends from the north wall of the jail wing, east along Temple, and south along Judge John Aiso Street. Vehicle access to the site from Judge John Aiso Street is available through a mechanized gate guarded by an adjacent tower. The jail wing and wall appear to be clad in terracotta.

Interior

First Floor

The interior space of the Parker Center building is organized into eight above-grade stories, a mezzanine, and a basement under the main block, administration, and jail wing, two stories of above-grade jail space, one story of auditorium space, and one story in the administration wing.

On the first floor, the building's lobby is accessed from Los Angeles Street and consists of an open plan space with a double volume ceiling. The lobby leads to the administration wing to the south and the auditorium to the north. The open plan of the lobby and the relationships of the elevator banks, auditorium wing, and administration wing are important character-defining features of the first floor.

Character-defining features of the main lobby and elevator bank include the terrazzo floor (which continues under the curtain wall from the exterior entrance plaza), regular arrangement of mosaic tile clad support pillars, marble and wood paneled walls, and original light fixtures. Important features of the auditorium and its lobby include floor-to-ceiling vertical metal louvers arranged along the curtain wall of full-height glass along the west side of the lobby, cork flooring inside the auditorium, acoustic treatment on the auditorium walls, wood baffling, doors, audience seating, light fixtures, projection room and platform, and stage.

Historic fabric refers to the original materials with which a building was constructed.

The administration wing retains the spatial configuration of hallways and rooms, and the partial glass partition walls, original to the building. While these features are original to the building and are historic fabric, they are not essential to conveying its significance.

Two corridors lead east from the lobby into the eastern portion of the first floor. It consists largely of hallways, offices, bathrooms, and service areas of the buildings. This area retains its original spatial configuration and exhibits extensive historic fabric in materials of the walls, floors, doors, etc. These areas, however, are not essential to understanding the significance of the building.

Upper Floors

Although the floors reflect some variety of design, construction, and use, they share a common spatial arrangement that placed services (elevators, stairwells, bathrooms, and janitorial closets) in a central core. A continuous corridor with a rectangular plan characterizes each floor with offices arranged on the outside of the corridor adjacent to the central core and on both sides of the corridor at the eastern and western ends of the building.

Mezzanine

A small mezzanine is arranged between the ground and second floors at the eastern end of the building: it functions as a service area of the building. It features stud walls dividing spaces intended primarily for storage, a fan room, and a coffee room.

Floors 2–3 and 5–8

These floors accommodated primarily office space, consisting of open workspaces and offices divided by partial glass partition walls. These original partition walls are historic fabric, but it is the open plan of these floors punctuated by a regular arrangement of structural columns that is essential to conveying significance.

There are two specialized spaces located on these floors worthy of note. The northeast corner of the 6th floor contained the chief's personal office with a private bath. The chief's office features paneling on the south wall that is similar to that of the lobby. This is the only area of the building that conveys its association with Chief Parker (see Photograph 4.3-2). The eastern end of the 8th floor contains an original cafeteria and dining room. Although the dining rooms and food preparation spaces have been re-purposed in recent years to serve new needs, they remain largely as built.

Floor 4

The 4th floor was home to the scientific investigation division, photographic section, and crime lab. In contrast to the open plan divided by partial glass partition walls, the spaces of the crime lab are divided by solid walls. These spaces were equipped for photography, sound recording, film processing, polygraph, x-ray spectrometry, and other specialized crime investigation lab techniques. Although some of this equipment has been removed, much remains. The original spatial configuration and historic fabric associated with wall and floor finishes, doors, telephone banks, drinking fountains, and bathroom fixtures remain. This area of the building is unique and conveys its significance as the location for the development of scientific criminal investigation techniques (see Photographs 4-3.4 through 4.3-5).

Ground Floor (Basement)

Because of the grade change from Los Angeles to Judge John Aiso Street, the eastern entrance of the building is at grade, but a full story below the Los Angeles Street grade. The basement contains primarily service areas of the building, including storage and locker rooms. Materials in this area include plaster, wood doors, and tile floors. Although original to the building, these materials and spatial arrangements are not essential to conveying its significance.

Photograph 4.3-2. 6th Floor Chief's Suite



Source: ICF International, 2012.

Photograph 4.3-3. 6th Floor Chief's Suite



Source: ICF International, 2012.

Photograph 4-3.4. 4th Floor Scientific Investigation Division (Laboratory)



Source: Los Angeles Public Library, date unknown.

Photograph 4.3-5. 4th Floor Scientific Investigation Division (Polygraph)



Source: Los Angeles Public Library, date unknown.

Jail

Featuring a rectangular plan and consisting of two stories opening onto a paved yard to the north, the jail includes spaces used as holding cells, offices, security, booking, and storage. Materials used in the jail include plaster, concrete, and metal mesh. A vertical tower located at the south end of the jail wing rises to a height of three stories and contains stairwells and mechanical equipment; it connects to the building's main block.

Landscaping and Hardscaping

Parker Center was originally sited at the center of the block bounded by Temple, Judge John Aiso, 1st, and Los Angeles Streets. The block is roughly rectangular, although it bows out of square along Judge John Aiso Street and runs at a slight northwest to southeast angle along 1st Street. Prior to the construction of Parker Center, this block was densely developed with one- to three-story late 19th and early 20th century buildings, including lodgings, manufacturing, and stables, and was bisected by 30- foot-wide east-west oriented street. The entire block was razed to construct Parker Center, which consisted of the building and surrounding by hardscape elements, including parking lots and landscaping. These landscape and hardscape elements were consciously integrated with the building's design. In keeping with the "Total Design" approach, the original landscaping was designed by landscape architect Ralph D. Cornell and thoughtfully coordinated with the overall design concept for the site.

Cornell's design included a landscaped area that was located directly in front of the building along Los Angeles Street, extending north to a line parallel with the northwest corner of the auditorium wing, and wrapping around the auditorium wing on the north (see Photographs 4.3-6 and 4.3-7). Cornell's plan called for the entire perimeter of the site along the sidewalk to be landscaped. This design included a continuous concrete low wall set back from the sidewalk at varying depths and curving or angling in response to the irregularities of the site. The space between the sidewalk and the wall was landscaped. The combination of the low wall and landscaping was designed at a pedestrian scale so that it could be viewed by people walking on the sidewalk and would screen the view of the parking lots behind the wall.

In addition to the low wall and landscaping designed to punctuate the site's perimeter, a much higher wall surrounded the jail wing and associated yard. Starting at point along Temple Street that approximately corresponds the northwest corner of the jail wing, a 12-foot wall extends east along Temple Street, then extends south along Judge John Aiso Street to the vehicle entrance to the jail yard. Constructed of the same terracotta that clads the east and west elevations of the building, this wall wraps around the jail wing and the below-grade vehicle access yard. Although a portion of this wall appears to have been removed to allow construction of the 2009 Metropolitan Detention Center, most of it remains. A planter, approximately 2 feet high, is in front of the terracotta wall and contains plant material that appears to be consistent with the original landscaping.

Parking was an essential component of Parker Center's exterior design and hardscape plan. Consistent with the ubiquity of automobile transportation achieved nationally by 1955, and most particularly in Los Angeles, automobile parking lots were considered an essential programming need for a new institutional buildings of the era. Accordingly, the provision of ample parking played an important role in the development of Parker Center, from the acquisition and razing an entire city block to accommodate it to the careful integration and placement of lots. The northwest and

Photograph 4.3-6. Parker Center, North and West Elevations, View Southeast, 1955



Source: Los Angeles Public Library, date unknown.

Photograph 4.3-7, Parker Center, Aerial, West Elevation, 1975



Source: Los Angeles Public Library, date unknown.

southwest corners of the site contained surface parking lots.[8] The southern portion of the site contained a two-story structure that wrapped around the south elevation of the building. The second story of the parking structure was stepped back from the sidewalk so as not to overwhelm the pedestrian, or present him a too utilitarian view as he traversed the street on foot. The careful design of the parking structure, coupled with the thoughtful perimeter landscaping achieved a balance between the need for parking and the experience of the pedestrian (see Photograph 4.3-8).

Photograph 4.3-8, Aerial, South Elevation, View Northwest



Source: Los Angeles Public Library, date unknown.

The majority of the original hardscape (including parking) and landscape elements have been removed and replaced by new buildings and structures. Remaining elements include portions of the design located at the front entrance, the ramp to the second story of the parking structure on Los Angeles Street, the portion of the second story parking structure along the west elevation of the administration wing, a portion of the surface parking lot along the east elevation of the building, the hardscape elements east of the secondary entrance on the east elevation, hardscaping associated with the jail yard, and the hardscape and landscape elements at the northeast corner of the site and along Judge John Aiso Street.

[8] Much of the surface parking lot at the southeast corner of the site was removed and replaced with the Motor Transport Division in 1958. This alteration occurred within the period of significance

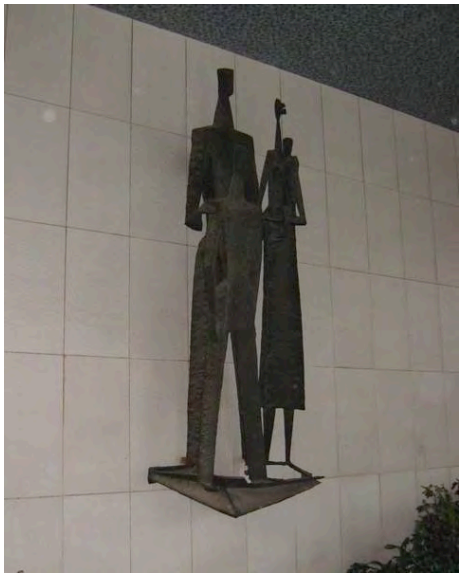
Motor Transport Division

Constructed in 1958, three years after the completion of the Parker Center, the Motor Transport Division (MTD) was located on the east side of the site, near the south corner. Constructed in an area that had originally been surface parking, the MTD consisted of two buildings, which were identified as contributing elements to Parker Center in DPR 523A form that documented its NRHP eligibility in the 2010 Regional Connector Transit Corridor EIR/EIS.[9] Servicing its large fleet of automobiles and other motor vehicles, the MTD symbolized the Los Angeles Police Department's characteristic auto-mobility. At a time when American cities with comparable populations relied on foot patrols, Los Angeles's rapid growth and sprawling size demanded an approach to policing that included an extensive vehicle fleet. The MTD was demolished in 2011 to make way for Toriumi Plaza.

Public Art

Two important pieces of public art are directly associated with the design and construction of the building. *The Family Group*, a bronze sculpture mounted to the west elevation in the entrance plaza, was commissioned by the architects and designed by Bernard J. (Tony) Rosenthal (see Photograph 4.3-9). A tile mural created by Joseph Luis Young stands in the building's lobby. Titled "Theme Mural of Los Angeles," it consists of a 6-foot by 36-foot rectangular panel depicting stylized, somewhat abstract panoramic interpretation of iconic Los Angeles images (see Photograph 4.3-10). Rendered in glass mosaic tile, the piece simultaneously served as a screen to allow privacy for the public phones mounted on the opposite side. Both pieces were installed prior to the buildings opening and are essential character-defining features.

Photograph 4.3-9. The Family Group



Photograph 4.3-10. Theme Mural of Los Angeles



In 1971, an additional piece of public art was added to the Parker Center site. Known as the Los Angeles Police Memorial, this abstract granite sculpture set in a fountain was the result of collaboration between designer Horace George Farmer and architect Charles Luckman Associates. This piece was determined individually eligible for the CRHR under Criteria 1 and 3 in the context of the Police Facilities Master Plan EIR in 2004.[10] This piece has been removed from the site.

[9] The evaluation of Parker Center that was performed in support of the 2004 Police Facilities Master Plan EIR determined the Motor Transport Division as ineligible for listing the CRHR.

[10] The Department of Parks and Recreation forms 523 prepared by EDAW in support of the Public Facilities Master Plan EIR erroneously identify the CRHR criteria as "B" (rather than "2") and "C" (rather than "3"). Criteria B and C are the NRHP criteria that are analogous to CRHR criteria 2 and 3.

Integrity

As detailed above, the Parker Center building retains a high degree of physical integrity. With respect to the design, materials, and workmanship of the building, the integrity is considered to be excellent. As the building stands in its original location, it retains that aspect of integrity and conveys its significance as excellent example of International style architecture and as the work of Welton Becket.

The construction of three major civic projects on the site, the 2001 Metropolitan Communications Dispatch Center and its associated new police memorial public art piece, the 2009 LAPD Metropolitan Detention Center, and the 2011 Toriumi Plaza, have caused the resource to lose important aspects of integrity. The construction of these new facilities necessitated extensive demolition of designed landscape and hardscape features that were part of the resource's original design. This demolition has resulted in the loss of integrity of design, materials, and workmanship relating to those areas, and no longer conveys significance as an example of mid-century municipal landscape design or the work of Ralph D. Cornell and Welton Becket/J.E. Stanton. Moreover, because the resource no longer consists of a building set within a designed landscape, it has lost its integrity of setting and feeling. The building is still able to convey its association with the administration of city and county government and its link to Chief Parker. Integrity of association, therefore, has been retained.

4.3.1.3 Environmental Impact Analysis

Methodology

All properties over 50 years of age within the study area have been evaluated for their historic significance in the context of previous studies and surveys. No new evaluations were undertaken for this study. The following analysis, therefore, relies upon the evaluations prepared in the context of those previous studies and surveys, supplemented by field observation of existing conditions. Based upon those evaluations, this study analyses the direct and/or indirect impacts of the proposed project on those resources. It also considers cumulative impacts.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines and L.A. CEQA Threshold Guide (2006), the project alternatives would have a significant environmental impact under CEQA related to historical resources if it would:

1. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

According to the L.A. CEQA Thresholds Guide, a substantial adverse change in significance occurs if the project involves:

1. Demolition of a significant resource;
2. Relocation that does not maintain the integrity and significance of a significant resource;
3. Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
4. Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

Section 15064.5(b) goes on to define "substantial adverse change," in relevant part, as follows:

1. Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
2. The significance of an historical resource is materially impaired when a project:
    A. Demolishes or materially alters 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; or
    B. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register or historic resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historic resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically significant; or
    C. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for the purposes of CEQA.
3. Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of historic Properties with Guidelines of Preserving, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Stands for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.
4. A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, and other measures.

When a historical resource is significant under more than one criterion, however, the impacts analysis is more complex. In such cases, it is possible for a resource to be rehabilitated according the Secretary of Interior Standards but still lose its ability to convey some aspects of significance while maintain the ability to convey other aspects of its significance, as is the case with Parker Center.

Construction Impacts

Alternative A – No Project

Parker Center

Under this alternative, Parker Center would be fully vacated by 2013. As there would no construction, there would be no construction impacts to Parker Center under this alternative.

Other Historical Resources in the Study Area

As there would be no construction under this alternative, there would be no construction impacts to the other historical resources in the study area.

Alternative B1 – Rehabilitation

Parker Center

Under this alternative, Parker Center would undergo an extensive rehabilitation. Although not every detail of the design has been finalized, the proposed project has been developed in concept. That concept includes developing a project that meets the Secretary of Interior Standards for Rehabilitation.

Exterior

Under this alterative, a major repair of the curtain wall system and replacement of the existing roof is proposed. A new parking garage located underground at the northeast corner of the site (under the jail wing) would provide 137 spaces.

Hardscape and Landscape

Exterior changes in support of the childcare center would include the removal of original hardscape elements at the west elevation and the construction of an outdoor open space and a children's play area. Hardscaping at the east elevation would be removed and new landscaping installed to facilitate public use of the building east entrance.

Interior

First Floor

Major interior public spaces of the building, along with their associated character-defining features, would be retained. On the 1st floor, the main lobby, elevator lobby, auditorium lobby, auditorium, and "Theme Mural of Los Angeles" would be rehabilitated.

Some space designed for offices in the administration wing would be used as a childcare center. Alteration of the east end of the 1st floor would occur in order to add retail space and facilitate pedestrian traffic through the building. The ground floor (basement) spaces would also be reconfigured to accommodate a new retail space and to allow pedestrian access.

Upper Floors

Interior wall partitions on the upper floors of the main block would be removed in order to adapt those floors to state-of-art office space planning and configuration.

Structural

The structural upgrade of the building would involve reinforcing the existing north and south perimeter walls with new concrete portal frames with approximate dimensions of 12 feet thick and 6 feet long. This installation would block portions of the interior of the windows and reduce the usable area of those floors. The east perimeter wall would be strengthened with new piers and shear walls at the basement level. Local strengthening of two interior north/south walls would occur. The pilotis in the entrance court would be wrapped above and below grade to enhance their structural capacity.

Mechanical Systems

Existing electrical, HVAC, telephone/data, fire alarm, fire sprinklers, and security systems would be replaced.

Secretary of Interior Standards Compliance

Because the Rehabilitation Treatment Approach "acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character" and given the proposed conversion of the building's use from a police facility to a general municipal office building and the addition of new supportive uses, the appropriate treatment approach for Parker Center is rehabilitation.

In this context, "Rehabilitation is defined as the act or process of making possible a compatible used for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values" (National Park Service n.d.). As proposed, this alternative would result in the removal of some historic fabric. This alterative meets the Rehabilitation Standard, which allows for the removal of historic fabric in order to accommodate new uses, structural or life/safety upgrades, updated HVAC systems, and/or contemporary programming demands.

Although some historic fabric would be removed, character-defining features essential to conveying the building's significance for architecture would be retained. For example, partition walls in the administration wing and upper floors may be demolished. Although these partitions are likely original to the building and would be considered historic fabric, they are not essential to conveying the building's significance. The structural columns and open plan of the upper floors, which are essential to understanding the building's architectural significance, would be retained. The installation of shear walls throughout the upper floors would diminish the area of the floors and partially block windows, obscuring the sight lines from the interior of the building. The need for seismic strengthening at the west elevation would necessitate the wrapping of four of the 12 mosaic tile clad structural columns (pilotis) in the entrance plaza.

Under Alternative B1, Parker Center would retain the character-defining features that are essential to conveying its significance for architecture, and its role as an important civic building and as a fully integrated police facility. Under Alternative B1, Parker Center would retain its eligibility for the NRHP and CRHR in these areas of significance. However, the removal of the historic fabric associated with the crime lab on the 4th floor would materially alter Parker Center's ability to convey its significance as a circa 1955 state-of-art crime lab and the location for the development innovative criminal forensic investigation techniques. Moreover, the removal of the historic fabric associated with 6th floor chief's suite would prevent Parker Center from conveying its significance with William Parker. Pursuant to Section 15064.5(b)(1), these changes amount to a significant adverse change in the significance of Parker Center. Parker Center would no longer retain its eligibility for the CRHR in these areas of its significance in accordance with Section 15064.5(b)(2)(A).

Other Historical Resources in the Study Area

With respect to the other historical resources within the study area, none would be affected by construction of this alterative. These historical resources include: the Tinker Toy Parking Structure; the Dormer and Hinz Saloon/Nelson Hotel building; the Little Tokyo Historic District; several contributors to the Little Tokyo Historic District, the Los Angeles Civic Center Historic District; and several contributors to the Los Angeles Civic Center Historic District ("other historical resources"). Construction activities would include installation of scaffolding and temporary sheathing along with the staging of materials and equipment on-site. Excavation work for the new underground parking would also be involved. Physical features of these other historical resources would be unaffected resulting in no direct impact. While these activities would temporarily alter the setting of historical

resources in the study area, they would not directly or permanently affect the character-defining features of any of the historical resources in the study area. These impacts would be minor and temporary and, therefore, less than significant.

Table 4.3-4. Alternative B1 Construction-Related Parker Center Impacts

Area of Significance	Significant Impact
Architecture : NRHP Criterion C/CRHR Criterion 3 Example of International style and work of Welton Becket	No
Events: NRHP Criterion A/CRHR Criterion 1 Role in functioning of municipal and regional government:	No
Events: NRHP Criterion A/CRHR Criterion 1 Role as fully integrated police headquarters facility	No
Events: NRHP Criterion A/CRHR Criterion 1 State-of-art crime lab and development of innovative criminal forensic investigation techniques	Yes
Person: CRHR Criterion 2 Association with Chief William Parker	Yes
Source: ICF International, 2012	

Inter-Building Circulation Option

This alternative includes an option that would provide an underground tunnel between the basement level of west elevation of the Parker Center building and the basement level of the east elevation of City Hall East. The tunnel would be constructed using an underground digging process, combined with shoring, rather than a cut-and-cover method. Because this feature would be installed below ground, no landscape or hardscape features would be disturbed. Construction of the tunnel would not result in the removal of any of Parker Center's character-defining features. City Hall East is not a historical resource. The construction of the tunnel would not result in disturbance to or removal of any character-defining features of the other historical resources in the study area. As such, no additional impacts are associated with this option under Alternative B1.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

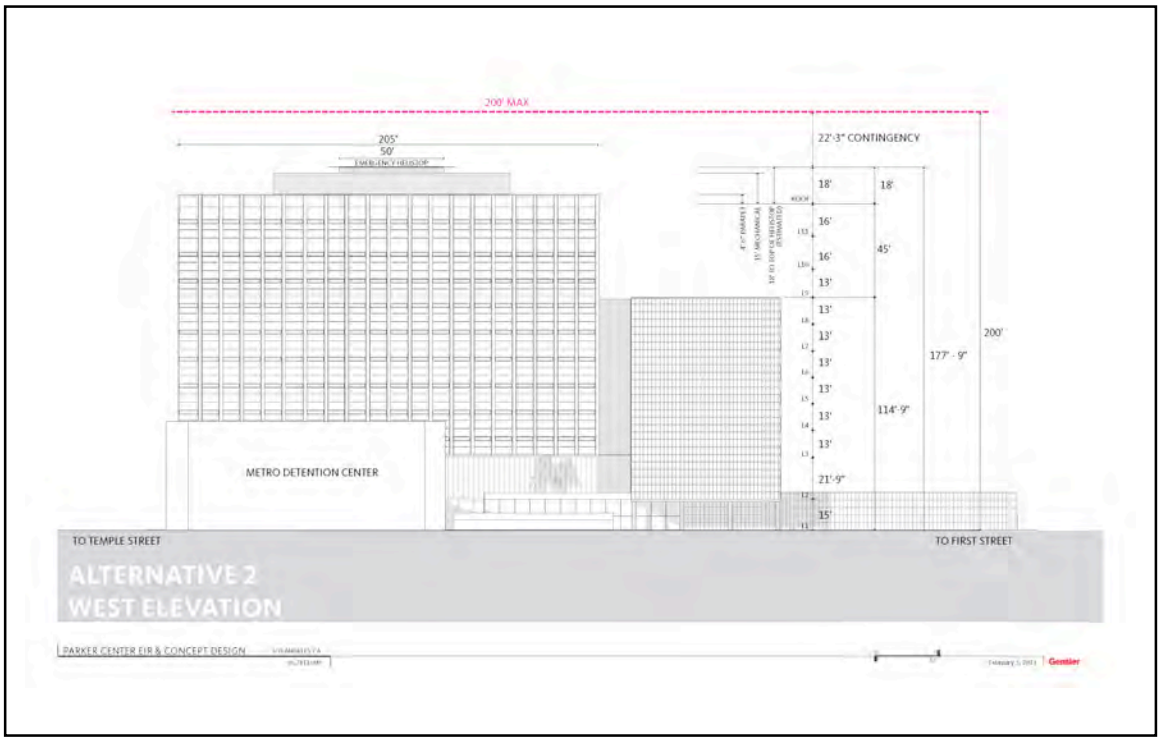
Parker Center

Under this alternative, Parker Center would be rehabilitated as described under Alternative B1 but with several important additional features. The jail wing at the northeast corner of the project site, along with the existing landscaping, consisting of original planters, would be demolished. A new addition encompassing approximately 262,100 gross square feet and 11 stories would be constructed on the site of the demolished jail wing. This new addition would physically connect to Parker Center on the north elevation at each floor through an approximately 30 foot aperture at the eastern end of the building. (This width takes account of the 24-foot bay width plus 3-foot structural columns that frame each bay.)

Although the design of the addition proposed under this alternative has not been finalized, a concept drawing of Alternative B2 is provided as Figure 4.3-3. It is intended that the design of the proposed addition would conform to Rehabilitation Standards 9 and 10. A concept drawing provided as

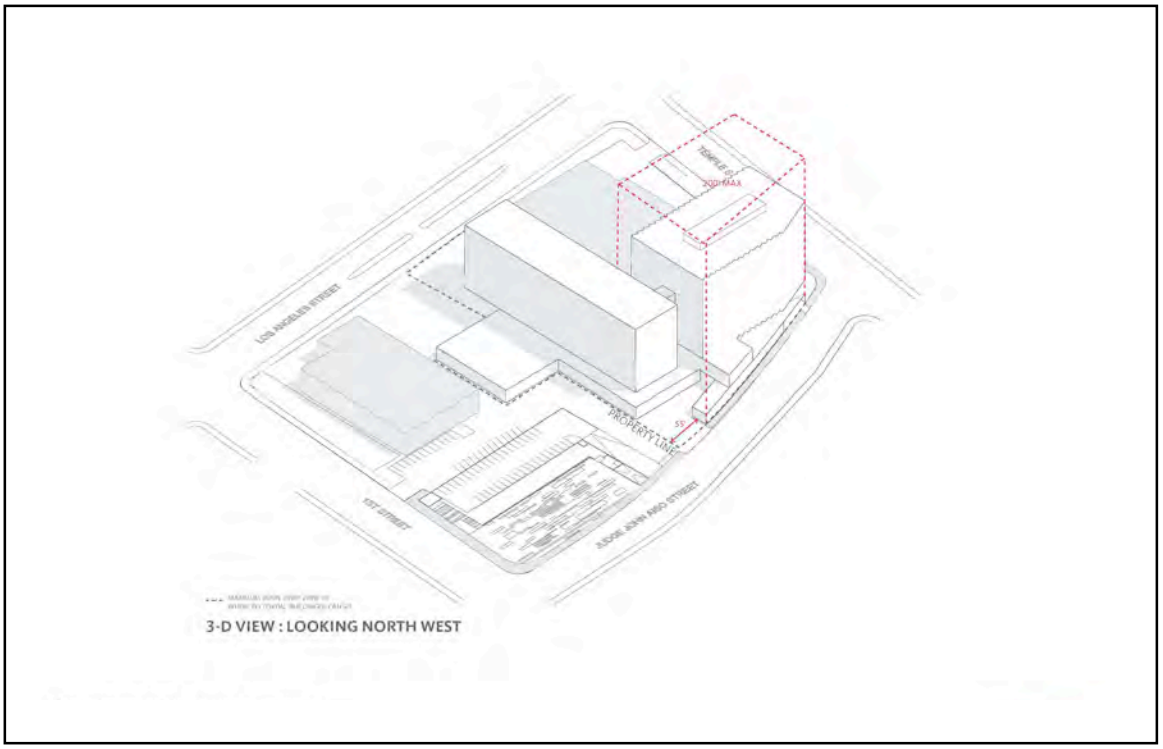
Figure 4.3-4 identifies the extent of the footprint, height, size, and setbacks of the proposed addition. Although it is possible that the addition would be taller than main block of Parker Center, with respect to all other aspects of its scale, massing, and materials, the addition would be compatible with, but differentiated from, the main block of Parker Center. The connection between the new addition and historic portion of the building is designed to minimize the removal of historic fabric. Both the connection between the buildings and the construction of the new building could, in theory, be reversed to return the main block of Parker Center to its original condition. The demolition of the jail wing could not be reversed.

Figure 4.3-3. Alternative B2 West Elevation



Source: Tetra IBI, 2013.

Figure 4.3-4. Alternative B2 3D View Looking Northwest



Source: Tetra IBI, 2012.

The significant impacts under this alternative include all of those identified under Alternative B1. In addition, the removal of the jail wing would prevent the resource from conveying the aspect of its significance that relates to Parker Center's significance as a full-service police facility that includes detention capacity, constituting an additional significant impact under CEQA pursuant to Section 15064.5(b)(2)(A). See Table 4.3-5 for a summary of the construction impacts under Alternative B2.

Table 4.3-5. Alternative B2 Parker Center Construction Impacts

Area of Significance	Significant Impact
Architecture : NRHP Criterion C/CRHR Criterion 3 Example of International style and work of Welton Becket	No
Events: NRHP Criterion A/CRHR Criterion 1 Role in functioning of municipal and regional government:	No
Events: NRHP Criterion A/CRHR Criterion 1 Role as fully integrated police headquarters facility (including jail)	Yes
Events: NRHP Criterion A/CRHR Criterion 1 State-of-art crime lab and development of innovative criminal forensic investigation techniques	Yes
Person: CRHR Criterion 2 Association with Chief William Parker	Yes
Source: ICF International, 2012.	

Other Historical Resources in the Study Area

Similar to Alternative B1, no physical changes to the other historical resources in the study area would result under Alternative B2. Because no physical changes would occur, these other historical resources would not be directly changed and there would be no impact to them under Alternative B2.

The same types of construction activities required under Alternative B1 would apply, albeit to a greater degree due to the more extensive demolition and new construction under this alternative. This would result in a minor and temporary change to the setting of the historical resources in the study area. These indirect changes are not significant and would not result in a substantial adverse change in the significance of any historical resource in the study area. Therefore, construction impacts to the other historical resources would be less than significant under Alternative B2.

Inter-Building Circulation Option

Similar to Alternative B1, this alternative includes an option that would provide an underground tunnel between the basement level of west elevation of Parker Center and the basement level of the east elevation of City Hall East. The construction of the tunnel would not result in the removal of any of Parker Center's character-defining features. City Hall East is not a historical resource. Construction of the tunnel would not result in disturbance to or removal of any character-defining features of these other historic resources. As such, no additional impacts are associated with this option under Alternative B2.

Alternative B3 – Demolition and Build

Parker Center

Under Alternative B3, Parker Center, including its remaining associated landscape features, would be demolished to accommodate a new municipal office facility. According to Section 15064.5(b)(2)(A) of the State CEQA Guidelines, the demolition of a historical resource constitutes a substantial adverse change and, therefore, a significant impact.

Table 4.3-6. Alternative B3 Parker Center Construction Impacts

Area of Significance	Significant Impact
Architecture : NRHP Criterion C/CRHR Criterion 3 Example of International style and work of Welton Becket	Yes
Events: NRHP Criterion A/CRHR Criterion 1 Role in functioning of municipal and regional government:	Yes
Events: NRHP Criterion A/CRHR Criterion 1 Role as fully integrated police headquarters facility	Yes
Events: NRHP Criterion A/CRHR Criterion 1 State-of-art crime lab and development of innovative criminal forensic investigation techniques	Yes
Person: CRHR Criterion 2 Association with Chief William Parker	Yes
Source: ICF International, 2012.	

Other Historical Resources in the Study Area

The new facility, which would be constructed on the site of the demolished Parker Center, could encompass one or two buildings encompassing up to 753,730 gross square feet and 450 feet in height. Similar to Alternatives B1 and B2, no physical features of any other historical resources would be directly changed by the construction of Alternative B3. Therefore, no direct construction effects would result.

The construction activities under this alternative would be the most intensive. The same construction activities required under Alternatives B1 and B2 would apply, albeit to a greater degree due to the more extensive demolition and new construction under this alternative. This would result in a minor and temporary impact to the setting of the other historical resources in the study area. These impacts are not significant and would not result substantial adverse change in the significance of any of the other historical resource in the study area. Therefore, construction effects to the other historical resources are less than significant under Alternative B3.

Inter-Building Circulation Option

This alternative also includes an option that provides a pedestrian bridge spanning Los Angeles Street to connect the west elevation of the new building with the east elevation of City Hall East. Construction of the pedestrian bridge would most likely involve the use of additional cranes and scaffolding. The visual impacts posed by the construction would be minor, temporary impacts and, therefore, not significant. The east elevation of City Hall East would be altered to accommodate the pedestrian bridge; a hole would be cut to allow passage. Because City Hall East is not a historical resource, this modification is not significant.

Operational Impacts

Alternative A – No Project

Under this alternative, Parker Center would be fully vacated by 2013. No rehabilitation activities would occur but the City would, using a process known as mothballing, would close the Parker Center building, protect it from weather, and secure it from vandalism. Because the building would be protected, impacts would be less than significant.

Alternative B1 – Rehabilitation

Parker Center

All impacts to Parker Center under this alternative were analyzed in the Construction Impacts section above. There would be no additional operational impacts because rehabilitation would be completed prior to operation.

Other Historical Resources in the Study Area

Indirect impacts to historical resources can occur if significant changes to the location, setting, feeling, and/or association of historical resources within the study area of a project. For example, if a character-defining feature of a historical resource within the study area includes the presence of other adjacent or historically or architecturally linked resources, an impact to the resource's setting can occur. If a character-defining feature of a historical resource includes the views from the resource and that view is altered, an impact can result.

Under Alternative B1, Parker Center's exterior would largely be returned to its original appearance. The removal of hardscape features at the west and east elevations and the wrapping of structural columns at the west elevation under this alternative would not alter the setting or views of historical resources in the study area. There would be no operational impacts to the other historical resources under Alternative B1.

Table 4.3-7. Alternative B1 Operational Impacts on Other Historical Resources

Historical Resource Name	Significance	Significant Impact
Tinker Toy	CRHR Criterion 3/Architecture	No
Dormer and Hinz Saloon/Nelson Hotel	CRHR Criterion 3/Architecture	No
Little Tokyo Historic District (LTHD)	NRHP Criterion A/Events	No
Japanese Union Church	NRHP Criterion A/Events as LTHD contributor	No
San Pedro Firm Building	NRHP Criterion A/Events as LTHD contributor	No
Mark Kuwata Real Estate Building	NRHP Criterion A/Events as LTHD contributor	No
Los Angeles Civic Center Historic District (LACCHD)	NRHP Criterion A/CRHR Criterion 1 Events and NRHP Criterion C/CRHR Criterion 3/Architecture	No
City Health Building (City Hall South)	NRHP Criterion A and CRHR 1/Events and NRHP Criterion C and CRHR Criterion 3/Architecture as LACCHD contributor NRHP Criterion C and CRHR Criterion 3/Architecture as individual property	No
Federal Building/North Los Angeles Field Office	NRHP Criterion A/Events and Criterion 3/Architecture as LACCHD contributor	No
Source: ICF International, 2012.		

Inter-Building Circulation Option

The optional pedestrian tunnel proposed under Alternative B1 would connect to the Parker Center building at the basement level and, therefore, would not affect essential character-defining features of the building. City Hall East is not a historical resource. Construction of the tunnel would not result in operational impacts. In addition, because it would be underground and not visible at street level, the tunnel option would not result in impacts on other historical resources in the study area.

Alternative B2 – Partial Demolition, Rehabilitation, and Addition

Parker Center

All impacts to Parker Center under this alternative were analyzed in the Construction Impacts section above. There would be no additional operational impacts under Alternative B2 because rehabilitation would be completed prior to operation.

Other Historical Resources in the Study Area

The Tinker Toy Parking Structure was constructed after Parker Center and is significant for its architecture. Its physical features would not be changed under Alternative B2. As previously discussed, its essential character-defining features do not include views from it. Moreover, the Tinker Toy Parking Structure was intended as a temporary, moveable structure and integrity of setting and feeling are not, therefore, essential to understanding its significance. Although the demolition of the jail wing and the construction of a new addition to Parker Center would occur directly across the street from the Tinker Toy Parking Structure, changing its setting, this does not constitute a material alteration under Section 15064.5(b)(2)(C) because setting and feeling are not important to understanding its significance. Alternative B2, therefore, would not result in a significant impact to the resource.

The 1910 Dormer and Hinz Saloon/Nelson Hotel building was constructed before Parker Center (1955). The demolition of the jail wing and construction of a new addition to Parker Center would be minimally visible from this resource and, thus, would not result in any changes to setting, feeling, and association beyond the changes brought about by the construction of Parker Center in 1955. The demolition of the jail wing and related new construction would not, therefore, cause a material alteration to this resource as defined by Section 15064.5(b)(2)(C).

The Little Tokyo Historic District, along with the contributors to it that are within the study area including the Japanese Union Church, San Pedro Firm Building, and Mark Kuwata Real Estate Building, were constructed before Parker Center. The demolition of the jail wing and the construction of a new addition to Parker Center would not result in any changes to the setting, feeling, and association of those resources beyond the changes brought about by the construction of Parker Center in 1955.

The Los Angeles Civic Center Historic District includes Parker Center as a contributor. Because Parker Center would no longer convey its significance as full service police facility that includes detention capacity, the demolition of the jail and construction of a new addition would affect the Los Angeles Civic Center Historic District. However, because Parker Center would continue to convey its significance as a municipal service building, the effect would not amount to material alteration pursuant to Section 15064.5(b)(1) of the State CEQA Guidelines and the impact to the district would not be significant under this alternative. District contributors within the study area include the City Health Building (City Hall South) and the Federal Building/North Los Angeles Field Office. The character-defining features of these contributors do not include views from their interiors. Their integrity of setting, feeling, and association would be changed by the demolition of the jail wing and associated new construction, but these changes are not material alterations pursuant to Section 15064.5(b)(1) because the City Health Building and the Federal Building would still convey their significance as district contributors. The City Health Building (City Hall South) is also individually eligible for the NRHP under Criterion C and listed in the CRHR under Criterion 3 for Architecture. Its essential character-defining features involve physical characteristics relating to its design, materials, and workmanship; these features would be unchanged. Integrity of setting, feeling, and association would be affected by the demolition of the jail wing and associated new construction, but these impacts are not material alterations pursuant to Section 15064.5(b)(1). Therefore, the changes to other historical resources under Alternative B2 would be less than significant.

Table 4.3-8. Alternative B2 Operational Impacts on Other Historical Resources

Historical Resource Name	Significance	Significant Impact
Tinker Toy	CRHR Criterion 3/Architecture	No
Dormer and Hinz Saloon/Nelson Hotel	CRHR Criterion 3/Architecture	No
Little Tokyo Historic District (LTHD)	NRHP Criterion A/Events	No
Japanese Union Church	NRHP Criterion A/Events as LTHD contributor	No
San Pedro Firm Building,	NRHP Criterion A/Events as LTHD contributor	No
Mark Kuwata Real Estate Building	NRHP Criterion A/Events as LTHD contributor	No
Los Angeles Civic Center Historic District (LACCHD)	NRHP Criterion A/CRHR Criterion 1 Events and NRHP Criterion C/CRHR Criterion 3/Architecture	No
City Health Building (City Hall South)	NRHP Criterion A and CRHR 1/Events and NRHP Criterion C and CRHR Criterion 3/Architecture as LACCHD contributor NRHP Criterion C and CRHR Criterion 3/Architecture as individual property	No
Federal Building/North Los Angeles Field Office	NRHP Criterion A/Events and Criterion 3/Architecture as LACCHD contributor	No
Source: ICF International, 2012.		

Inter-Building Circulation Option

Similar to Alternative B1, the optional pedestrian tunnel proposed under Alternative B2 would connect to the Parker Center building at the basement level and, therefore, would not affect essential character-defining features of the building. City Hall East is not a historical resource. Construction of the tunnel would not result in operational impacts. Because the pedestrian tunnel would be located underground and would not be visible from the street, there is no potential for it to affect other historical resources in the study area.

Alternative B3 – Demolition and Build

Parker Center

All impacts to Parker Center under this alternative were analyzed in the Construction Impacts section above. There would be no additional operational impacts under Alternative B3 because demolition of the Parker Center building would be complete before the new facility would be constructed and operating.

Other Historical Resources in the Study Area

The Tinker Toy Parking Structure was constructed after Parker Center and is significant for its architecture. Its physical features would not be changed under Alternative B3. As previously discussed, its essential character-defining features do not include views from it. Moreover, the Tinker Toy Parking Structure was intended as a temporary, moveable structure and the integrity of setting and feeling are not, therefore, essential to understanding its significance. Although the demolition of Parker Center and the construction of Alternative 3 would occur directly across the street from the Tinker Toy Parking Structure, changing its setting, this does not constitute a material alteration under Section 15064.5(b)(2)(C) because setting and feeling are not important to understanding its significance. Alternative B3, therefore, would not result in a significant impact to the resource.

The 1910 Dormer and Hinz Saloon/Nelson Hotel building was constructed before Parker Center (1955). The demolition of Parker Center and the construction of Alternative 3 would not result in any changes to setting, feeling, and association of this resource beyond the changes brought about by the construction of Parker Center in 1955. Alternative 3 would, therefore, not cause a material alteration to this resource as defined by Section 15064.5(b)(2)(C).

The Little Tokyo Historic District, along with the contributors to it that are within the study area including the Japanese Union Church, San Pedro Firm Building, and Mark Kuwata Real Estate Building, were constructed before Parker Center. The demolition of Parker Center and the construction of Alternative 3 would not result in any changes to setting, feeling, and association of those resources beyond the changes brought about by the construction of Parker Center in 1955. Alternative B3, therefore, would not constitute a material alteration consistent with Section 15064.5(b)(2)(A) of the State CEQA Guidelines.

The Los Angeles Civic Center Historic District includes Parker Center as a contributor. Because Parker Center would be demolished under this alternative and would, therefore, no longer convey its significance as police facility within the Los Angeles Civic Center District, a substantial adverse change to the significance of this historical resource would result according to Section 15664.5(b)(1). As Alternative B3 involves the demolition of Parker Center, which is a contributor to the Los Angeles Civic Center Historic District, it would result in a significant impact to the Los Angeles Civic Center Historic District.

District contributors within the study area include the City Health Building (City Hall South) and the Federal Building/North Los Angeles Field Office. The character-defining features of these contributors do not include views from their interiors. Their integrity of setting, feeling, and association would be changed by the demolition of Parker Center and associated new construction, but these would not be considered material alterations under Section 15064.5(b)(2)(A) because the City Health Building and the Federal Building would still convey their significance as district contributors. The City Health Building (City Hall South) is also individually eligible for the NRHP under Criterion C and listed in the CRHR under Criterion 3 for Architecture. Its essential character-defining features involve physical characteristics relating to its design, materials, and workmanship; these features would be unchanged. Integrity of setting, feeling, and association would be affected by the demolition of Parker Center and construction of Alternative B3, but these impacts are not material alterations pursuant to Section 15064.5(b)(2)(A). Changes to other historical resources under Alternative B3, with the exception of the Los Angeles Civic Center Historic District, do not amount to material changes, therefore, the impact to them would be less than significant.

Table 4.3-9. Alternative B3 Operational Impacts on Other Historical Resources

Historical Resource Name	Significance	Significant Impact
Tinker Toy	CRHR Criterion 3/Architecture	No
Dormer and Hinz Saloon/Nelson Hotel	CRHR Criterion 3/Architecture	No
Little Tokyo Historic District (LTHD)	NRHP Criterion A/Events	No
Japanese Union Church	NRHP Criterion A/Events as LTHD contributor	No
San Pedro Firm Building,	NRHP Criterion A/Events as LTHD contributor	No
Mark Kuwata Real Estate Building	NRHP Criterion A/Events as LTHD contributor	No
Los Angeles Civic Center Historic District (LACCHD)	NRHP Criterion A/CRHR Criterion 1 Events and NRHP Criterion C/CRHR Criterion 3/Architecture	Yes
City Health Building (City Hall South)	NRHP Criterion A and CRHR 1/Events and NRHP Criterion C and CRHR Criterion 3/Architecture as LACCHD contributor NRHP Criterion C and CRHR Criterion 3/Architecture as individual property	No
Federal Building/North Los Angeles Field Office	NRHP Criterion A/Events and Criterion 3/Architecture as LACCHD contributor	No
Source: ICF International, 2012		

Inter-Building Circulation Option

The inter-building circulation option under Alternative B3 includes two additional elements that have the potential to introduce a more intensive effect. The first is the connection to City Hall East. The east elevation of City Hall East would be modified to accommodate the pedestrian bridge connection. City Hall East is not a historical resource under CEQA; therefore, there would be no effect. The other element involves the visual change introduced by the addition of the pedestrian bridge to the design of the new building. This additional visual change is not material and, therefore, does not change the analysis above. For the tunnel option, see Inter-Building Circulation Option discussion above under Alternative B2.

4.3.1.4 Mitigation Measures

Alternative A – No Project

Because no significant impacts are projected under this alternative, no mitigation measures are required under this alternative.

Alternative B1 – Rehabilitation

HR-1: To ensure the retention and appropriate treatment of essential character-defining features and to guide ongoing building maintenance, the City shall prepare a Historic Structures Report (HSR) regarding Parker Center. The HSR shall be prepared before the creation of construction drawings for the rehabilitation of the building so that the information in the HSR can be incorporated in the design.

HR-2: Because those aspects of the resource's significance relating to its role in the development of innovative scientific techniques for the investigation of crimes, its association with Chief Parker, and landscape design would no longer be conveyed under this alternative, the City shall document those areas of the building according to Historic American Buildings Survey (HABS) and Historic American Landscape (HALS) guidelines before those spaces and features are demolished.

HR-3: The HABS/HALS documentation shall be deposited with the Library of Congress, Los Angeles Public Library, Los Angeles Conservancy, and Los Angeles Police History Museum within a month of its completion.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

Mitigation Measures HR-1 and HR-3 shall be implemented with Alternative B2. In addition, the following mitigation measure shall be implemented with Alternative B2.

HR-4: Because those aspects of the resource's significance relating to its role in the development of innovative scientific techniques for the investigation of crimes, its association with Chief Parker, its role as the city's municipal jail, and the landscape design would no longer be conveyed under this alternative, the City shall document those areas of the building according to HABS and HALS guidelines prior to the demolition of those spaces and features.

HR-5: Based on the HABS/HALS documentation, the City shall create a display interpreting the building's significance and displaying it in the public spaces of the building within a month of the issuance of the Certificate of Occupancy.

Alternative B3 – Demolition and Build

Mitigation Measures HR-3 and HR-5 shall be implemented with Alternative B3. In addition, the following mitigation measures shall be implemented with Alternative B3.

HR-6: The City shall document Parker Center according to HABS/HALS guidelines before demolition takes place.

HR-7: The City shall incorporate Parker Center's original public art pieces, "Theme Mural of Los Angeles" and "Family Group," into the design and setting of the new building. These public art elements shall be installed at the time of issuance of the Certificate of Occupancy.

4.3.1.5 Significant Unavoidable Adverse Impacts

Alternative A - No Project

No significant unavoidable adverse impacts would occur as a result of this alternative.

Alternative B1 – Rehabilitation

Under this alternative, the character-defining features of 4th floor crime lab and 6th floor chief's suite and most of the remaining landscaping elements associated with the original design by Welton Beckett and J.E. Stanton would be removed. This would result in a significant unavoidable adverse impact to a historical resource because some aspects of the resource's significance would no longer be conveyed. In spite of this, the building would retain its eligibility as a historical resource under Criterion 3 for architecture.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

Under this alternative, the character-defining features of 4th floor crime lab and 6th floor chief's suite and most of the remaining landscaping elements associated with the original design by Welton Becket and J.E. Stanton would be removed. In addition, the jail wing would be demolished and a new addition would be constructed. This would result in a significant unavoidable adverse impact to a historical resource because some aspects of the resource's significance would no longer be conveyed. In spite of this, the building would retain its eligibility as a historical resource under Criterion 3 for architecture.

Alternative B3 – Demolition and Build

Under this alternative, Parker Center would be demolished and replaced with a new building. This would result in a significant unavoidable adverse impact.

4.3.1.6 Cumulative Impacts

Study Area[11]

The study area for the analysis of cumulative impacts differs somewhat from the study area for direct and indirect impacts analyzed above. The study area was selected to consider potential impacts to buildings and structures that are physically, historically, or architecturally linked to the proposed project.

For the analysis of cumulative impacts, proposed demolitions of buildings and structures within this defined study area are considered. The cumulative impacts study area includes:

- the original Parker Center site (which encompasses the entire city block upon which the building currently sits);
- the Los Angeles Civic Center Historic District;
- the body of work of Welton Becket in the Los Angeles area; and
- the collection of International style buildings in the City of Los Angeles.

[11] The Tinker Toy parking structure is located across the street from Parker Center within the study area for direct and indirect impacts. It is a historical resource for the purposes of CEQA. It is slated for demolition to make way for a new Art Park on its site. The Tinker Toy parking structure is outside the study area for cumulative impacts because it is neither physically nor historically or architecturally linked to Parker Center. Accordingly, although it is adjacent to the Parker Center site, the proposed demolition of this building would not contribute to a cumulatively considerable impact.

Existing Conditions

Parker Center (Including Entire Original Site)

Parker Center was originally set at the center of a large city block bounded by 1st, John Aiso, Temple, and Los Angeles Streets. The design of the site included not only the building but extended to the design of the parking lots and structure, landscape and hardscape features of the entire block. Moreover, in 1958 the Motor Transport Division, consisting of two buildings, was constructed at the southeast corner of the site.

While the Parker Center building retains a high degree of integrity, several previous projects have eroded significant features of the original design relating to its setting. Landscape and hardscape features, including the parking lots and structure, were substantially demolished and replaced by the Metropolitan Communications Dispatch Center and the Los Angeles Police Department Metropolitan Detention Center. The Motor Transport Division was demolished to accommodate the construction of Toriumi Plaza.

Los Angeles Civic Center Historic District

The Los Angeles Civic Center Historic District includes 18 contributors and consists of an informally linked grouping of government/civic buildings, structures, and public spaces located in the downtown Los Angeles area between West 1st, Figueroa, Temple, and Judge John Aiso Streets. The district is organized along a northwest/southeast axis with the Department of Water and Power Building at the west end, passing through City Hall, with Parker Center and the Federal Building/North Los Angeles Field Office at the east end.

The district is significant at the local level of significance under Criterion A (NRHP)/1 (CRHR) as an embodiment of Los Angeles's evolution into a major United States municipal center in the 20th Century. It is also locally significant under Criterion C/3 as an excellent collection of institutional buildings designed in the stylistic idioms of their day including the Beaux Art/City Beautiful buildings of the 1920s, early examples of municipal Modernism in the 1940s, International style buildings of the 1950s, Neo-Formalist building in the 1960s, and examples of mature Modernism in the 1970s.

Design Work of Welton Becket in the Los Angeles Area

Beginning his career in 1930s Los Angeles, Welton Becket is among the City's most important and influential mid-century architects. From his early days under the tutelage of Charles Plummer, to his partnership with Charles Wurdeman, to heading nationally recognized firm Welton Becket Associates, Becket played a major role in shaping Los Angeles's built environment through the mid-century period.

Although Becket's career took him across the country and across the world, his contribution to architecture is most strongly felt in Los Angeles. His designs and concepts are among the City's most iconic. The Capitol Records Building, the theme restaurant at Los Angeles International Airport, and the Cinerama Dome, are known across the globe as enduring symbols of Los Angeles and recognized as cutting edge architectural concepts. His Master Plan of UCLA shaped the university's growth during the 60s as it emerged into a research powerhouse. His work at Century City contributed to concept of the multi-centered planned city.

International Style Buildings in the Los Angeles Area

Developed in the 1920s and 1930s and remaining popular through the 1960s, the International style is a major expression of Modern architecture. Inspired by the design philosophy of the Bauhaus, led by Walter Gropius, the International style places a premium on simplicity and functionality. Buildings in this style emphasize the play between horizontal and vertical lines and volumes. They exhibit square or rectangular footprints, cubic forms, and windows arranged in horizontal bands. Particularly after World War II, the International style was most frequently employed in corporate and government buildings.

In addition to Parker Center, other important examples of the style in Los Angeles include the City Health Building, Orthopedic Hospital, the Standard Federal Savings Building, and the Prudential Building.

Summary of Potential Direct and/or Indirect Impacts

As previously discussed, no direct or indirect impacts are anticipated under Alternative A, the no project alternative.

Parker Center (Including Entire Original Site)

Alternatives B1, B2, and B3 all result in a substantial adverse change in the historic significance of Parker Center and, therefore, result in a significant project impact to a historical resource.

Under Alternative B1, the character-defining features of 4th floor that convey its significance as a crime lab and the character-defining features of the 6th floor Chief's suite would be removed. Some landscaping and hardscaping features would also be removed under this alternative; however this impact would be less than significant. Although the building would convey its significance as a contributor to the Civic Center Historic District and in architecture, these changes would result in a substantial adverse change, resulting in a significant project impact.

Under Alternative B2, the same changes that are proposed under Alternative B1 would occur, plus additional changes. The jail wing at the northeast corner of the site, along with the existing landscape and hardscape features at that location, would be demolished to accommodate the construction of a new addition. Although the building would convey its significance as a contributor to the Civic Center Historic District and in architecture, these changes would result in a substantial adverse change, resulting in a significant project impact.

Under Alternative B3, Parker Center, including all remaining landscape and hardscape features, would be demolished. A new building would be constructed on the site. Demolition of the building and associated exterior features would result in a substantial adverse change. There would be a significant project impact under this alternative.

Los Angeles Civic Center Historic District

The analysis of direct and indirect impacts of the Los Angeles Street Civic Building project on the Los Angeles Civic Center Historic District is limited to exterior changes to Parker Center (including existing landscaping and hardscaping features).

Under Alternative B1, the exterior of the Parker Center building would be rehabilitated according to the Secretary of Interior's Standards. Some exterior hardscape features would be removed under this alternative, which would result in a less-than-significant project impact to the Los Angeles Civic Center Historic District.

Under Alternative B2, the exterior of the Parker Center building (including the auditorium and administration wings) would be rehabilitated according to the Secretary of Interior's Standards for Rehabilitation. The jail wing would be demolished, some hardscape and landscape features removed, and a new addition constructed. In spite of the demolition and new construction, the Parker Center building would still convey its significance as a contributor to the Los Angeles Civic Center District. The project impact would be less than significant.

Under Alternative B3, Parker Center (including associated existing landscape and hardscape features) would be demolished. This demolition would remove a contributor to the Los Angeles Civic Center Historic District, which would result in an adverse change to the significance of the resource and a significant project impact to a historical resource.

Design Work of Welton Becket in the Los Angeles Area

The body of work of Welton Becket in the Los Angeles area was not identified as within the study area for direct and indirect impacts. Therefore, no direct or indirect impacts of the project would result.

International Style Buildings in the Los Angeles Area

The collection of International style buildings in the Los Angeles area was not identified as within the study area for direct and indirect impacts. Therefore, no direct or indirect impacts of the project would result.

Current and Reasonably Foreseeable Projects within the Study Area

Parker Center (Including Entire Original Site)

Aside from the proposed project, no current or reasonably foreseeable projects relating to Parker Center and/or its original site are known.

Los Angeles Civic Center Historic District

Aside from the demolition contemplated under Alternatives B2 and B3, no other current or reasonably foreseeable demolitions of contributors to the Los Angeles Civic Center Historic District are known.

Design Work of Welton Becket in the Los Angeles Area

The Los Angeles Memorial Sports Arena Redevelopment Project proposes to demolish the Sports Arena, which is a Welton Becket design.

International Style Buildings in the Los Angeles Area

No current or reasonably foreseeable demolitions of International style buildings are known.

Cumulative Impacts

Parker Center (Including Entire Original Site)

As stated above, the original design of the site included not only the building, but extended to the design of a parking structure and parking lot, landscape, and hardscape features of the entire block. Moreover, in 1958 the Motor Transport Division, consisting of two buildings, was constructed at the southeast corner of the site.

Any one of these activities might not result in a significant impact. However, the physical destruction of these features over the course of three past projects, Metropolitan Communications Dispatch Center, Los Angeles Police Department Metropolitan Detention Center, and Toriumi Plaza, coupled with the proposed changes associated with the current build Alternatives (B1, B2, and B3) eliminate the integrity of setting and feeling, resulting resulted in a cumulatively considerable impact under CEQA.

Los Angeles Civic Center Historic District

A significant impact resulting from the demolition of Parker Center would occur under Alternative B3. Because there are no known current or reasonably foreseeable projects proposing the demolition of Los Angeles Civic Center Historic District contributors in addition to the proposed demotion of Parker Center, cumulatively considerable impacts under CEQA are not forecasted for this study area. Under Alternatives B1 and B2, Parker Center would retain its eligibility as a contributor to a CRHR district under Criteria 1 and 3. Thus, a cumulative impact would not occur under these alternatives.

Design Work of Welton Becket in the Los Angeles Area

Under Alternative B3, Parker Center would be demolished, which represents a significant project impact. The 2010 EIR prepared in support of Los Angeles Memorial Sports Arena Redevelopment Project determined that, although the Sports Arena is eligible for the CRHR under Criterion 1, it is not eligible under Criterion 3 for either its architecture or as the work of Welton Becket. In spite of this determination, the Sports Arena remains part of the body of work of Welton Becket in the Los Angeles area (Los Angeles Memorial Coliseum Commission 2010).

Major Welton Becket buildings in the Los Angeles area that have been lost or demolished over time include the Pan Pacific Auditorium and the Lever Brothers building. Many more have experienced alterations, some more sympathetic than others; these include the Prudential Building, the Cinerama Dome, Seibu Department Store, Beverly Hilton, Bullock's Pasadena, and Bullock's Westwood.

Given the previous demolitions of Welton Becket buildings, alterations of extant buildings, and the proposed demolition of the Sports Arena, a cumulatively considerable impact resulting from the diminution of Welton Becket's extant and intact body of work is projected under alternative B3. Under alternatives B1 and B2, the Parker Center building would retain its eligibility for the CRHR under Criterion 3 for its architecture and as the work of Welton Becket. Thus, a cumulative impact is not projected under these Alternatives B1 or B2.

International Style Buildings in the Los Angeles Area

Because there are no foreseeable demolitions of Los Angeles area International style buildings, there is no cumulative impact under any alternative.

4.3.2 Archaeological Resources

This section discusses the potential impacts on archaeological resources resulting from development of each project alternative.

Archaeological resources are any material remains or physical evidence of past human life or activities.

4.3.2.1 Regulatory Setting

California Environmental Quality Act

In accordance with Section 21084.1 of CEQA, the proposed project would have a significant adverse environmental impact if it may "cause a substantial adverse change in the significance of a historical resource." As defined under state law in Title 14 CCR Section 4850, a historical resource is "any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California." A historical resource is further defined in State CEQA Guidelines Section 15064.5 as a "resource listed or determined to be eligible for listing by the State Historical Resources Commission in the California Register of Historical Resources" (CRHR). A resource shall be considered by the lead state agency to be historically significant under CEQA if it meets any of the following criteria for listing in the CRHR:

1. The resource is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. The resource is associated with the lives of persons important in our past;
3. The resource embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of an important creative individual or possesses high artistic values; or
4. The resource has yielded, or may be likely to yield, information important in prehistory or history.

In addition, properties listed in or determined eligible for listing in the National Register of Historic Places are automatically listed in the CRHR. Therefore, all historic properties under federal preservation law are automatically considered to be historical resources under CEQA.

State Health and Safety Code, Section 7050.5/California Public Resources Code, Section 5097.9

Archaeological sites containing human remains shall be treated in accordance with the provisions of State Health and Safety Code (HSC) Section 7050.5 and California Public Resources Code (PRC) Section 5097.9. Under HSC Section 7050.5, if human remains are discovered during any project activity, the county coroner must be notified immediately. If human remains are exposed, HSC Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. Construction must halt in the area of the discovery of human remains, the area of the discovery shall be protected, and consultation and treatment shall occur as prescribed by law. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the Native American

Heritage Commission (NAHC) within 24 hours. The NAHC, pursuant to Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased person so they can inspect the burial site and make recommendations for treatment or disposal.

City of Los Angeles General Plan

The Conservation Element of the City of Los Angeles General Plan (adopted September 2001) specifically addresses paleontological resources in Section 3 of Chapter 2. The Conservation Element's paleontological objective is to "protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes." Moreover, its policy is to "continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities."

4.3.2.2 Environmental Setting

Prehistoric Setting

The prehistoric occupation of Southern California is divided chronologically into four temporal phases or horizons (Moratto 1984). Horizon I, or the Early Man Horizon, began at the first appearance of people in the region, approximately 12,000 years ago, and continued until about 7,000 years Before Present (B.P.). Although little is known about these people, it is assumed that they were semi-nomadic and subsisted primarily on game.

Horizon II, also known as the Millingstone Horizon or Encinitas Tradition, began around 7,000 B.P. and continued until about 3,500 B.P. The Millingstone Horizon is characterized by widespread use of milling stones (manos and metates), core tools, and few projectile points or bone and shell artifacts. This horizon appears to represent a diversification of subsistence activities and a more sedentary settlement pattern. Archaeological evidence suggests that hunting became less important and that reliance on collecting shellfish and vegetal resources increased (Moratto 1984).

Horizon III, the Intermediate Horizon or Campbell Tradition, began around 3,500 B.P. and continued until about 1000 B.P. Horizon III is defined by a shift from the use of milling stones to increased use of mortar and pestle, indicating a greater reliance on acorns as a food source. Projectile points become more abundant and, together with faunal remains, indicate increased use of both land and sea mammals (Moratto 1984).

Horizon IV, the Late Horizon, which began around 1000 B.P. and terminated with the arrival of Europeans, is characterized by: dense populations; diversified hunting and gathering subsistence strategies, including intensive fishing and sea mammal hunting; extensive trade networks; use of the bow and arrow; and a general cultural elaboration (Moratto 1984).

Native American Ethnographic Setting

The project site is located within the traditional use area of the Gabrielino.

Gabrielino territory included: the watersheds of the San Gabriel, Santa Ana, and Los Angeles rivers; portions of the Santa Monica and Santa Ana mountains; the Los Angeles basin; the coast from Aliso Creek to Topanga Creek; and San Clemente, San Nicolas, and Santa Catalina Islands.

The Gabrieleno are characterized as one of the most complex native societies in southern California. This complexity derives from their overall economic, ritual, and social organization (Bean and Smith 1978; Kroeber 1925). Like their Chumash neighbors to the north, the Gabrielino had an elaborately developed material culture. The Gabrielino's technological and artistic items included: shell set in asphalt; carvings; painting; baskets; and a wide range of stone, shell, and bone objects that were both utilitarian and decorative.

Gabrielino subsistence was based on a varied hunting and gathering strategy that included large and small land and sea mammals, river and ocean fish, and a variety of plant resources. Deep-sea fishing was accomplished from boats of wooden planks tied together and sealed with asphalt and other materials. Sea mammals were taken with harpoons, spears, and clubs. River fishing was done with the use of line and hook, nets, basket traps, spears, and poisons. Land mammals were hunted with bow and arrow, clubs, and traps.

The Gabrielino first encountered Europeans in 1542 when the Spanish conquistador Juan Rodriguez Cabrillo and his crew entered Gabrielino territory. Spanish colonization of the region began in 1769 and resulted in the establishment of Missions San Fernando and San Gabriel. Disease and violence resulting from Spanish colonization, as well as the harsh effects of mission life, diminished Gabrielino populations. Following the secularization of the missions, most surviving Gabrielino became wage laborers on the ranchos of Mexican California. In the early 1860s, a smallpox epidemic nearly wiped out Gabrielino culture.

One major ethnographic Gabrielino village close to the project site was the village of Yaanga, one of the largest Gabrielino villages in the region. The precise location of Yaanga is uncertain because the original community was abandoned sometime prior to 1836 (Robinson 1952:16). Yaanga was likely located slightly to the south of the old Spanish Plaza of Pueblo de Los Angeles, near where the former Bella Union Hotel was later built (Dillon 1994:30) on Main Street above Commercial Street (Newmark 1916:25–26). The reference to this well-known 19th-century Los Angeles hotel places this village location about two city blocks northwest of the project site. The village of Yaanga was later instrumental in the founding of Pueblo de Los Angeles because the Spanish Colonial governor wanted a Native American village population to support the new civil community with labor and materials.

Historic Setting

Spanish occupation of California began in 1769 in San Diego. Mission San Gabriel was established in the Los Angeles Basin in 1771, and the Los Angeles pueblo was established as a civilian settlement on September 4, 1781. In 1821, Mexico won independence from Spain and subsequently became a republic. In 1833, the Mexican government secularized the missions. Although secularization was intended to distribute the mission lands to the settlers and native population, few Native Americans received land grants. The large-scale cattle ranchers, or rancheros, claimed the bulk of the resources. These cattle ranches became the driving force in the economy.

At the end of the war between Mexico and the United States in 1848, the Treaty of Guadalupe Hidalgo was signed, giving control of California to the United States. In 1850, California was admitted into the Union. On April 4, 1850, the City of Los Angeles was incorporated as a municipality. The history of Los Angeles County through most of the 19th and 20th century is one of remarkable urban growth. The motion picture and manufacturing industries created numerous jobs and supported new businesses. As a result of the opportunities created by these industries, the population of Los Angeles grew from 102,000 in 1900 to 576,000 in 1920 and 1.2 million by 1930 (Jones & Stokes 2006). Today, Los Angeles is a thriving commercial center and the second largest city in the United States, with a population of nearly 4 million people.

Sanborn Maps

Sanborn Fire Insurance Company maps indicate that the city block containing the project site was a mixed residential and commercial neighborhood by the 1880s. Hotels, boarding houses, general stores, pool halls, restaurants, bathhouses, and barbers made up the majority of the businesses. Present-day Judge John Aiso Street was previously known as Wilmington Street (from the 1870s to circa 1900) and San Pedro Street (from about 1900 to the 1990s). The one-block segment of San Pedro Street between Temple and First Streets was renamed Judge John Aiso Street in the late 1990s (Strauss 2004). A crooked side street, Jackson Street, divided the block from the 1870s until construction of Parker Center in the 1950s. Jackson Street ranged from 15 to 30 feet wide, as compared to the major streets, which were 50 feet wide. Jackson Street accessed the project site west from Judge John Aiso Street at about the location of the south wall of the Parker Center building, and crooked north into the project site; its alignment is now under the existing building.

In 1906, the project site was occupied by single-family homes, rooming houses, apartment buildings, and various businesses, such as glass glaziers, a pool hall, and a large livery stable along Temple Street, then known as Market Street. The pool hall is marked as being Japanese in ownership. One rooming house is labeled "Japanese female boarding"; the Sanborn maps often use "female boarding" as a polite term for houses of prostitution, which were common in this era in this portion of Los Angeles.

In the first decade of the 20th century, the block and its surroundings developed into the center of the Japanese community in Los Angeles, and the neighborhood was subsequently referred to as Little Tokyo. The general pattern of mixed residential and commercial land uses continued to characterize the neighborhood into the next few decades, and the Japanese community came to dominate this part of downtown. By 1908, the Japanese population was of a size that a post office branch with a Japanese clerk was approved and installed at 251 East 1st Street. By 1929, Little Tokyo was the center of commerce and culture for the Japanese community of Los Angeles, which then numbered approximately 30,000 (Strauss 2004).

The 1923 Sanborn map encompassing the project site depicts a pair of single-family homes still present along Jackson Street, but several lots in the project site have been vacated, and have no buildings present. The livery stables have been transformed into the Los Angeles County Garage, a concrete and brick building dating to 1913, and the Los Angeles County Warehouse Headquarters. The entire block south of Jackson Street and, therefore outside of the project site, continued to be occupied by private businesses. However, government buildings are a harbinger of the future of this block, as government structures and associated parking lots gradually replace most of the private buildings on the block; this culminates with the construction of the Parker Center building in 1952.

4.3.2.3 Environmental Impact Analysis

Methodology

Impacts to archaeological resources were evaluated by determining whether earth-moving activities would affect areas that would contain any archaeological sites listed in or eligible for listing in the CRHR. Information was gathered about existing conditions at the project site by conducting a record search and review for the project area and its surroundings. The impact analysis presented below addresses the impacts and identifies the measures that would mitigate impacts found to be significant.

Cultural Resources Records Search

A cultural resources records search was conducted to identify archaeological sites located within the vicinity of the project site. The records search was conducted in August 2012 at the South Central Coastal Information Center (SCCIC), located at California State University (CSU) Fullerton. SCCIC is a branch of the California Historical Resources Information Center (CHRIS) and maintains the State of California's official records of cultural resource studies and archaeological sites within Los Angeles and Orange Counties. In addition to archaeological site records, the SCCIC maintains copies of the following reference material:

- National Register of Historic Places
- Historic Property Data Files
- California Register of Historical Resources
- California Historical Landmarks Database,
- Los Angeles Historic-Cultural Monuments Inventory.

Results of the records search indicate that two historic archaeological sites have been recorded adjacent to the project site, on the same city block as the Parker Center. Both sites are to be associated with earlier structures located on this city block, dating to the late 19th or early 20th century.

The first, Site P#19-003337 (Humphries 2000), is an early American Period trash-pit. The site was identified during construction of an unrelated project in April 2000, and was located in the street just north of a building at 234 East 1st Street, across the street to the south of the Parker Center building. The site includes numerous oyster shells, stoneware ale bottles, clear green and blue glass fragments, and mammal bones. The site was found 60 centimeters below the pavement, and extended to 80 centimeters depth, where the excavations ended; thus, the extent of Site P#19-003337 is unknown.

The second site identified during the records search is Site P#19-004198 (Kry and Amaral 2009–2011). This site was found identified during construction of the Aiso Street Parking Structure in 2009, at a location about 150 feet south of the project area boundary. This site encompasses seven late 19th-/early 20th-century historic features, privies, trash pits, and structural debris.

Native American Consultation

ICF requested a Sacred Lands File Search from the NAHC. The NAHC responded in a letter stating that no sacred lands are recorded within the project area. In addition, the NAHC provided a list of Native American contacts in Los Angeles County. As recommended by the NAHC, ICF sent letters describing the project area and maps indicating the project location to eight Native American representatives on June 19, 2012. These representatives were:

- Director Ron Andrade, Los Angeles Native American Indian Commission
- Chairwoman Cindi M. Alvitre, Ti'At Society/Inter-Tribal Council of Pimu
- Tribal Administrator John Tommy Rosas, Tongva Ancestral Territorial Tribal Nation
- Chairperson Anthony Morales, Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Chairperson Sam Dunlap, Gabrielino Tongva Nation

- Tribal Chairman Robert F. Dorame, Gabrielino/Tongva Indians of California Tribal Council
- Bernie Acuna, Gabrielino-Tongva Tribe
- Chairperson Andrew Salas, Kizh Gabrieleno Band Of Mission Indians of the Los Angeles Basin

As of September 15, 2012, two tribes have responded. Andy Salas, Chairman of the Kizh Gabrieleno Band of Mission Indians of the Los Angeles Basin replied via email on August 30, 2012. In his email, Mr. Salas stated that the project site is located within a highly culturally sensitive area. According to Mr. Salas, the Prehistoric Kizh Gabrieleno Village of Yangna is located within the project site vicinity. Mr. Salas requested that one of the tribe's experienced and certified Native American monitors be on site during all ground disturbances to protect the archaeological resource.

ICF also received an email response from John Tommy Rosas. Mr. Rosas stated that the project site is located within a culturally sensitive area.

Thresholds of Significance

For the purposes of this analysis, in accordance with Appendix G of the State CEQA Guidelines, the project alternatives would have a significant environmental impact on archaeological resources if they would:

1. Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5; or
2. Disturb human remains, including those interred outside of formal cemeteries.

In addition, the L.A. CEQA Thresholds Guide (2006) goes further to state that a project would normally have a significant impact upon archaeological resources if it could disturb, damage, or degrade an archaeological resource or its setting that is found to be important under the criteria of CEQA because it:

1. Is associated with an event or person of recognized importance in California or American prehistory or of recognized scientific importance in prehistory;
2. Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable archaeological research questions;
3. Has a special or particular quality, such as the oldest, best, largest, or last surviving example of its kind;
4. Is at least 100-years-old[12] and possesses substantial stratigraphic integrity; or
5. Involves important research questions that historical research has shown can be answered only with archaeological methods.

[12] Although the CEQA criteria state that "important archaeological resources" are those which are at least 100-years-old, the California Register provides that any site found eligible for nomination to the National Register will automatically be included within the California Register and subject to all protections thereof. The National Register requires that a site or structure be at least 50-years-old.

Impacts

Construction Impacts

Alternative A – No Project

Alternative A assumes that the proposed project would not occur and that existing conditions of the project site would remain. No demolition or construction activities would occur under this alternative. Therefore, no potential changes to archaeological resources would occur and no adverse effects related to archaeological resources are anticipated.

Alternative B1 – Rehabilitation

Alternative B1 would require construction activities that would include limited amounts of ground disturbance. These include such items as concrete shear wall improvements, installation of concrete jackets around existing support columns to strengthen the foundation, possible utility trenching associated with replacing or upgrading the buildings mechanical, electrical, and plumbing systems, and excavation of an optional pedestrian tunnel beneath Los Angeles Street to City Hall East and excavation for on-site parking adjacent to Judge John Aiso Street. Additionally, construction and landscaping for the new open space plaza at the building entrance adjacent to Los Angeles Street and for the new open space adjacent to the eastern entrance to the building from Judge John Aiso Street could result in excavation and grading activities. These activities are likely to be shallow in depth. As seen at sites P#19-003337 and P#19-004198 described above, trenching or excavations could encounter significant archaeological resources. Disturbance of significant archaeological resources would result in a significant impact prior to implementation of Mitigation Measure ARC-1.

With respect to human remains, if human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner shall notify the NAHC, who shall then notify the Most Likely Descendent (MLD). Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable. Therefore, with compliance with existing regulations, impacts related to human remains would be less than significant.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

Alternative B2 proposes extensive excavation and grading associated with demolition of the existing jail wing of the building, which would be replaced by an 11-story addition. A new foundation for the 11-story addition would be constructed as well as a new four-level subterranean parking area beneath the proposed addition. Also, an optional pedestrian tunnel beneath Los Angeles Street leading to City Hall East would be excavated. Each level of parking would require about 10 feet of depth, for an approximate total depth of excavation to 40 feet below the ground surface. The optional pedestrian tunnel would be constructed approximately 60 feet below the ground surface. Excavation of the parking garage under Alternative B2 is estimated to require removal of approximately 1,388,200 cubic feet of material. Grading and excavations could encounter archaeological resources and disturbance of significant archaeological resources would result in a significant impact prior to implementation of Mitigation Measure ARC-1.

With respect to human remains, if human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner shall notify the

NAHC, who shall then notify the Most Likely Descendent (MLD). Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable. Therefore, with compliance with existing regulations, impacts related to human remains would be less than significant.

Alternative B3 –Demolition and Build

Alternative B3 proposes demolition of the existing Parker Center building and replacement with one or two new buildings. New foundations would be constructed under this alternative and a parking structure consisting of one above ground level and four below ground levels would be constructed to the north of the office tower where the existing Parker Center parking lot is located. Each level of parking would require about 10 feet of depth, for an approximate total depth of excavation to 40 feet below the ground surface. The parking structure would require removal of approximately 4,520,360 cubic feet of material. Alternative B3 would involve a greater level of excavation and grading than Alternative B2, but construction impacts would be of a type similar to those anticipated to occur under Alternative B2. Grading and excavations could encounter archaeological resources and disturbance of significant archaeological resources would result in a significant impact prior to implementation of Mitigation Measure ARC-1.

With respect to human remains, if human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner shall notify the NAHC, who shall then notify the Most Likely Descendent (MLD). Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable. Therefore, with compliance with existing regulations, impacts related to human remains would be less than significant.

Operational Impacts

Alternative A – No Project

No earth-moving activities would occur under this alternative. Therefore, there would be no changes to archaeological resources, and no impacts related to archaeological resources would occur.

Alternatives B1, B2, and B3

No earth-moving activities would occur during operations of the project under any of the build alternatives. Operation of the proposed project is not anticipated to result in impacts related to the disturbance of archaeological resources.

4.3.2.4 Mitigation Measures

Alternative A - No Project

No earthmoving activities would occur under this alternative. Therefore, there would be no changes to archaeological resources, and no impacts related to archaeological resources would occur. As a result, no mitigation measures are necessary.

Alternatives B1, B2, and B3

ARC-1: A qualified professional archaeologist shall monitor all initial phase of ground disturbing activities of the project. If buried cultural resources — such as flaked or ground stone, historic debris, building foundations, or non-human bone — are discovered during ground-disturbing

activities, work shall stop in that area and within 50 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include: development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. A report of findings shall be prepared, and recovered materials curated, if needed, in an approved facility. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed by previous construction or are unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.

4.3.2.5 Significant Unavoidable Adverse Impacts

Alternative A - No Project

Alternative A would not result in significant unavoidable adverse impacts to archaeological resources.

Alternatives B1, B2, and B3

Mitigation Measure ARC-1 would reduce the archaeological resources impact to a less-than-significant level. Therefore, no significant unavoidable adverse impacts to archaeological resources would occur.

4.3.2.6 Cumulative Impacts

The study area for cumulative impacts to archaeological resources is defined for this project as the Central City area of Downtown Los Angeles, an area of the City developed in the late nineteenth century and early twentieth century, which is generally bounded by US 101 to the north, the 110 freeway to the west, the 10 freeway to the south and the Los Angeles River to the east. In this area, construction activities associated with the build alternatives (B1, B2, and B3) could disturb or destroy archaeological resources that may exist in the project area, and thereby contribute to the progressive loss of prehistoric or historical archaeological resources.

A list of related projects includes 96 projects (see Chapter 3, Project Description), of which 69 are within the Central City area. The majority of these projects are building rehabilitations, with some potential for associated ground disturbance from utility relocation and similar activities. Cumulative growth and development in the Central City area of downtown Los Angeles could have impacts if significant prehistoric or historical archaeological resources are found during construction activities. However, it is unknown if significant resources exist in these areas. It should be noted that a great deal of historical period debris can be found during construction—items such as bricks, bottles, broken cups and plates—and that this material is seldom a significant resource, eligible for the California Register. The potential for an individual project to affect significant cultural resources is unknown, but given the number of projects, it is probable that cumulative growth and development in the Central City area of downtown Los Angeles could have impacts on significant prehistoric or historical archaeological resources.

Nonetheless, the proposed project's build alternatives would not contribute to a cumulative impact related to cultural resources. Mitigation Measure ARC-1 would reduce potential project-related impacts. This mitigation measure includes monitoring, treatment of any discovered cultural resources to mitigate impacts, preparation of a final report and curation of discovered materials in an approved facility. The incremental effects of the proposed project, after mitigation, would not contribute to a

significant adverse cumulative impact to archaeological resources. With mitigation, all project-related impacts would be reduced to a less-than-significant level, therefore the build alternatives' contribution to significant cumulative impacts would be rendered less than cumulatively considerable.

4.3.3 Paleontological Resources

Paleontological resources include fossilized bone, shell, and plant parts; impressions of plant, insects, or animals parts preserved in stone; and preserved tracks of insects and animals.

Paleontological resources are fossilized remains of ancient environments.

Paleontological resources are best preserved in fine sedimentary rocks such as limestone and siltstone, but are also found in metamorphosed sedimentary rock, such as shale, and other geologic units. Paleontological resources are valued for the information they yield about the history of the earth and its past ecological settings. In addition, fossils provide important chronological information that is used to interpret geological processes and regional history.

Significant paleontological resources are fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata or that add to an existing body of knowledge in specific areas, in local formations, or regionally. This section discusses the potential impacts on paleontological resources resulting from development of each project alternative.

4.3.3.1 Regulatory Setting

California Environmental Quality Act

In the State of California, fossil remains are considered to be limited, nonrenewable, and sensitive scientific resources. These resources are afforded protection under CEQA. Paleontological resources are provided protection as historical resources, as discussed in State CEQA Guidelines Section 15064.5(a)(3). The State CEQA Guidelines define historical resources broadly to include any object, site, area, or place that a lead agency determines to be historically significant.

Fossils are nonrenewable scientific resources and are protected by laws and ordinances.

City of Los Angeles

The Conservation Element of the City of Los Angeles General Plan (adopted September 2001) specifically addresses paleontological resources in Section 3 of Chapter 2. The Conservation Element's paleontological objective is to "protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes." Moreover, its policy is to "continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities."

Additionally, the City of Los Angeles has adopted as the City's CEQA Guidelines (2002) "all of the State CEQA Guidelines, contained in title 15, California Code of Regulations, sections 15000 et seq., and incorporates all future amendments and additions to those guidelines as may from time to time be adopted by the State."

4.3.3.2 Environmental Setting

The environmental setting information in this section is based on the geotechnical engineering report specifically prepared for the project site by the Los Angeles Department of Public Works, Bureau of Engineering in August 2004 (Los Angeles Department of Public Works 2004). This technical report is incorporated by reference to this section.

Regional Geology

The project site is located south of the Santa Monica Mountains and west of the Los Angeles River, in the northeastern portion of the Los Angeles Basin. The Los Angeles Basin is a roughly north-south trending depositional trough located in the northwestern portion of the Peninsular Ranges geomorphic province. The Los Angeles Basin has been the site of discontinuous marine deposition since the Late Cretaceous (99.6 millions of years ago [MA]); the Los Angeles Basin began to fill with alluvium about 5 Ma and eventually was exposed above sea level and terrestrial deposition began. Geologic structures in this region reflect the resolution of tectonic forces as the northwest trending structures of the northern Peninsular Range Province, exemplified by the Whittier-Elsinore Fault, meeting the Santa Monica-Hollywood-Raymond Fault of the Transverse Range Province. A segment of the boundary between the Peninsular Range and the Transverse Range provinces is characterized by the Elysian Park anticline (a large fold associated with the uplift of the Elysian and Repetto Hills), which is located north and east of Downtown Los Angeles. The Elysian and Repetto Hills are underlain by sedimentary bedrock of both marine and non-marine origin, which has become folded into a series of low relief, east-west trending hills.

Site-Specific Geology

Surface deposits in the project area are mapped (Dibblee 1989) as younger Quaternary alluvium, consisting of floodplain deposits of silt, sand, and gravel of Holocene age (10,000 years Before Present [BP] to Recent). Geotechnical information for the New Metro Detention Center facility (City of Los Angeles 2004), which is located immediately north of the project site, probably reflects similar subsurface conditions at the project site. The 2004 geotechnical report for the New Metro Detention Center facility indicates that disturbed sediments and previously placed fill materials, consisting primarily of brown to dark brown, loose to dense, silty sand with some gravel, brick and asphalt fragments mantle the site. Borings indicated that the fill ranged in depth from 2.5 feet to 10.5 feet below the ground surface. Alluvial sediments, apparently undisturbed, underlie the project site, and extend to depths ranging between 27 feet to 52.5 feet below the ground surface. Deposits at these depths in the Los Angeles Basin are often considered to be older Quaternary alluvium of Pleistocene age (2.6 MA to 10,000 BP). The alluvium generally consists of light brown to dark brown, dense to very dense, poorly graded sand and silty sand. Geotechnical borings at the project site encountered Fernando Formation bedrock of early Pliocene age (3.4 Ma to 5.5 Ma) underlying this alluvium.

The paleontological sensitivity of these sediments ranges from none to very sensitive. Fill has been disturbed, and is unlikely to contain intact fossils. Quaternary younger alluvial deposits of Holocene-age deposits contain the remains of modern organisms and are too young to contain fossils. Younger alluvial deposits have been determined to have a low potential for paleontological resources. Typically, Quaternary older alluvial deposits throughout southern California are considered to be highly sensitive for vertebrate fossils. Sixty Pleistocene localities from this type of sediment, exclusive of Rancho La Brea, were reviewed by Miller (1971), and many localities have since been discovered.

The Fernando Formation, the uppermost layers of consolidated bedrock underlying the alluvial deposits, has been repeatedly demonstrated to be abundantly fossiliferous in the vicinity of the study area and elsewhere in the Los Angeles basin. For the project site, the Fernando Formation has been assigned a "high" designation for paleontological resource sensitivity.

A check of the vertebrate paleontology records of the Natural History Museum of Los Angeles County indicated that the younger Quaternary alluvium is the project area is likely to be quite thin (McLeod 2012). The museum's files indicated that their nearest vertebrate fossil locality from the Fernando Formation, LACM 7730, was located two blocks west of the project site. This locality had yielded a suite of marine invertebrates at depths of 10 to 15 feet below the ground surface. Two other fossil localities, LACM 4726 and LACM 5961, were also recorded within four blocks of the project site. Both of these localities also yielded marine invertebrates.

The paleontological sensitivity of the project area is likely similar to that for the building site of the Caltrans District 7 building, which is located to the southwest of the project site, at First and Main. For the Caltrans project, monitoring of excavation was conducted from July through December, 2002 (Springer 2006). The project included excavation to allow for construction of three to five levels of subterranean parking. Fernando Formation bedrock was encountered at depths of 20 to 35 feet below ground surface during these excavations. Paleontological monitors recovered more than 4,025 fossil specimens from 65 resource localities during the course of monitoring on the city block now encompassing the Caltrans District 7 Headquarters. Interestingly, all of these fossils were recovered from the Fernando Formation; none were found in the older Quaternary alluvium (E. Scott, SBCM, Personal Comm. 2012). Therefore, there is a strong likelihood that excavation into the Fernando Formation under the project site also would yield fossil specimens.

4.3.3.3 Environmental Impact Analysis

Methodology

Impacts on paleontological resources for the proposed project were evaluated by determining whether ground-disturbing activities could affect areas that could contain any unique paleontological resource or site or a unique geologic feature. Information was gathered about existing conditions at the project site by examining geological maps, geotechnical information from subsurface borings, and by review of reports from nearby projects that did or did not recover paleontological resources. The impact analysis presented below addresses the impacts and identifies the measures that would mitigate impacts found to be significant.

Thresholds of Significance

For the purposes of the analysis in this EIR, in accordance with Appendix G of the State CEQA Guidelines, the project alternatives would have a significant environmental impact on paleontological resources if they would:

1. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

In addition, the L.A. CEQA Thresholds Guides (2006) provides that a determination of significance shall be made considering the following factors:

1. Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a paleontological resource; and

2. Whether the paleontological resource is of regional or statewide significance.

Construction Impacts

Alternative A – No Project

Alternative A assumes that the proposed project would not occur and that existing conditions of the project site would remain. No demolition or construction activities would occur under this alternative. Therefore, no temporary construction impacts related to excavation and potential impacts to paleontological resources would occur.

Alternative B1 – Rehabilitation

Alternative B1 would require construction activities that could result in limited amounts of ground disturbance. These include such items as concrete shear wall improvements; installation of concrete jackets around existing support columns to strengthen the foundation; possible utility trenching associated with replacing or upgrading the buildings mechanical, electrical, and plumbing systems; and excavation of an optional pedestrian tunnel beneath Los Angeles Street leading to City Hall East Additionally, construction and landscaping for the new open space plaza at the building entrance adjacent to Los Angeles Street and for the new open space adjacent to the eastern entrance to the building from Judge John Aiso Street could result in excavation and grading activities. Most of these activities are likely to be shallow in depth, and probably would have minimal potential to affect paleontological resources. Surface grading or very shallow excavations in the younger Quaternary Alluvium or disturbed fill occurring at the surface of the project site is unlikely to encounter significant vertebrate fossils. However, excavation for the optional pedestrian tunnel, as well as other deep trenching or excavations that may extend into older Quaternary deposits or the Fernando Formation, may encounter significant fossil vertebrate remains. Disturbance of significant paleontological resources would result in a significant impact. Mitigation Measure PR-1 would reduce the impact associated with Alternative B1 to a less-than-significant level.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

Alternative B2 proposes extensive excavation and grading associated with demolition of the existing jail wing of the building, which would be replaced by an 11-story addition. A new foundation for the 11-story addition would be constructed, and a new four-level subterranean parking area with 328 parking spaces would be constructed beneath the proposed addition. Also, an optional pedestrian tunnel beneath Los Angeles Street leading to City Hall East would be excavated. Each level of parking would require about 10 feet of depth, for an approximate total depth of excavation of 40 feet below the ground surface. The optional pedestrian tunnel would be constructed approximately 60 feet below the ground surface. Excavation of the parking garage under Alternative B2 is estimated to require removal of approximately 1,388,200 cubic feet of material. Excavations to this depth would pass through Quaternary older alluvium and likely encounter Fernando Formation bedrock, both of which are considered to be highly sensitive for paleontological resources. Disturbance of significant paleontological resources would result in a significant impact prior to implementation of Mitigation Measure PR-1.

Alternative B3 – Demolition and Build

Alternative B3 proposes demolition of the existing Parker Center building and replacement by a new building. New foundations would be constructed under this alternative and a parking structure consisting of one above ground level and four below ground levels would be constructed to the north of the office tower where the existing Parker Center parking lot is located. Each level of parking could require about 10 feet of depth, for an approximate total depth of excavation to 40 feet below the ground surface. The parking structure would contain approximately 1,173 parking spaces, and require removal of approximately 4,520,360 cubic feet of material. Alternative B3 would involve a greater level of excavation and grading than Alternative B2, but construction impacts would be of a type similar to those anticipated to occur under Alternative B2. Excavations to this depth would pass through Quaternary older alluvium and likely encounter Fernando Formation bedrock, both of which are considered to be highly sensitive for paleontological resources. Disturbance of significant paleontological resources would result in a significant impact prior to implementation of Mitigation Measure PR-1.

Operational Impacts

Alternative A – No Project

No earth-moving activities would occur under this alternative. Therefore, no impacts related to the disturbance of paleontological resources would occur under Alternative A.

Alternatives B1, B2, and B3

No earth-moving activities would occur during the operational phase of the build alternatives. Therefore, operation of the build alternatives (B1, B2, or B3) would not result in impacts related to the disturbance of paleontological resources.

4.3.3.4 Mitigation Measures

Alternative A - No Project

There would be no impacts under Alternative A; therefore, no mitigation is required.

Alternatives B1, B2, and B3

As discussed above, disturbance of paleontological resources would result in a significant impact under Alternatives B1, B2, and B3. Therefore, the following mitigation measure is needed to reduce this impact.

> **PR-1:** A qualified vertebrate paleontologist shall be retained by the City or project proponent to determine areas that shall require paleontological monitoring during initial ground disturbance. The location of construction activities, especially excavation of the proposed parking garage and optional pedestrian tunnel, likely to encounter subsurface sediments with high paleontological sensitivity shall be determined by the qualified paleontologist upon review of project excavation and grading plans. Very shallow surficial excavations, less than 5 feet in depth, within areas of previous disturbance or areas of Quaternary younger alluvial deposits shall be monitored on a part-time basis to ensure that underlying sensitive units (i.e., Quaternary older alluvium) are not adversely affected. Areas consisting of artificial fill materials shall not require monitoring.

If excavations for the project take place in Quaternary older alluvial deposits or within Fernando Formation bedrock these excavations shall be monitored on a fulltime basis by a qualified paleontological monitor under the supervision of the qualified paleontologist. This paleontological resource monitoring shall include inspection of exposed rock units during active excavations within the geologically sensitive sediments. Monitoring may be reduced if some of the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.

The paleontologic monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall have authority to temporarily divert grading away from exposed fossils in order to professionally and efficiently recover the fossil specimens and collect associated data. All efforts to avoid delays in project schedules shall be made. To prevent construction delays, paleontological monitors shall be equipped with the necessary tools for the rapid removal of fossils and retrieval of associated data. This equipment shall include handheld global positioning system receivers, digital cameras, and cell phones, as well as a tool kit with specimen containers, matrix sampling bags, field labels, field tools (awls, hammers, chisels, shovels, etc.), and plaster kits. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis.

Fossils collected, if any, shall be transported to a paleontological laboratory for processing where they shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility (such as the Natural History Museum of Los Angeles County).

Following analysis, a Report of Findings with an appended itemized inventory of specimens shall be prepared. The report and inventory, when submitted to the appropriate lead agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, shall signify completion of the program to mitigate impacts on paleontological resources.

4.3.3.5 Significant Unavoidable Adverse Impacts

Alternative A - No Project

Alternative A would not result in significant unavoidable adverse impacts on paleontological resources.

Alternatives B1, B2 and B3

Mitigation Measure PR-1 would reduce the paleontological resources impact to a less-than-significant level. Therefore, no significant unavoidable adverse impacts to paleontological resources would occur.

4.3.3.6 Cumulative Impacts

The study area for cumulative impacts to paleontological resources is defined for this project as the Central City area of Downtown Los Angeles, an area of the City surrounding the Los Angeles River downstream from the LA River narrows. In this area, construction activities associated with the build alternatives (B1, B2, and B3) could disturb or destroy paleontological resources, and thereby contribute to the progressive loss of fossil resources.

A list of related projects includes 96 projects (see Chapter 3, Project Description). The majority of these projects are building rehabilitations, with some potential for associated ground disturbance from utility relocation and similar activities. Cumulative growth and development in the Central City area of downtown Los Angeles could have impacts if paleontological resources are found during construction activities. However, it is unknown if significant resources exist in this area. The potential for an individual project to affect significant paleontological resources is unknown, but given the number of projects, it is probable that cumulative growth and development in the Central City area of downtown Los Angeles could have impacts on significant paleontological resources.

Nonetheless, the proposed project's build alternatives would not contribute to a cumulative impact related to paleontological resources. Mitigation Measure PR-1 would reduce potential project-related impacts. This mitigation measure includes monitoring, recovery, treatment, and deposit of fossil remains in a recognized repository. The incremental effects of the proposed project, after mitigation, would not contribute to a significant adverse cumulative impact to paleontological resources. With mitigation, all project-related impacts would be reduced to a less-than-significant level, and the build alternatives would not contribute to significant cumulative impacts.

4.4 Geology and Soils

This section describes the affected environment and regulatory setting for geologic and soil characteristics of the project site. It also describes the potential geology and soils impacts that would result from implementation of the proposed project, and mitigation measures that would reduce these impacts. The environmental setting information and analysis in this section is summarized from the preliminary geotechnical engineering report specifically prepared for the project site by Los Angeles Department of Public Works, Bureau of Engineering in August 2004. This technical report is hereby incorporated by reference. A technical memorandum was prepared by Nabih Youssef Structural Engineers in August 2012. The purpose of this memorandum was to provide comments on the applicability of mitigation included in the August 2004 geotechnical engineering report, which is hereby incorporated by reference.

4.4.1 Regulatory Setting

California Building Standards Code

The California Building Standards Commission is responsible for coordinating, managing, adopting, and approving building codes in California. In July 2007, the Building Standards Commission adopted and published the 2006 International Building Code as the 2007 California Building Code (CBC). This new code became effective on January 1, 2008, and updated all prior codes under CCR Title 24.

The state earthquake protection law (California Health and Safety Code Section 19100 et seq.) requires structures to be designed to resist stresses produced by lateral forces caused by wind and earthquake.

The State of California provides minimum standards for building design through the 2007 CBC (CCR Title 24). Where no other building codes apply, Chapter 29 of the 2007 CBC regulates excavation, foundations, and retaining walls. The CBC applies to building design and construction in the state and is based on the federal Uniform Building Code (UBC), which is used widely throughout the country (generally adopted on a state-by-state or district-by-district basis). The CBC has been modified for California conditions, with numerous more detailed or more stringent regulations.

The 2007 CBC replaces the previous "seismic zones," which were assigned a number from 1 to 4 (where 4 required the most earthquake-resistant design), with Seismic Design Categories A through F (where F requires the most earthquake-resistant design). With the shift from seismic zones to seismic design, the CBC philosophy has shifted from "life safety design" to "collapse prevention," meaning that structures are designed to prevent collapse during the maximum level of ground shaking that can reasonably be expected to occur at a site. Chapter 16 of the CBC specifies that each seismic design category is to be determined on a site-specific basis (i.e., according to site-specific soil characteristics and proximity to potential seismic hazards).

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed into law in California to reduce hazards to structures for human occupancy associated with surface faulting. This state law was a direct result of the 1971 San Fernando earthquake, which resulted from extensive surface fault ruptures

that damaged numerous homes, commercial buildings, and other structures. Surface rupture is the most easily avoided seismic hazard. The Alquist-Priolo Earthquake Fault Zoning Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep (State of California Department of Conservation, California Geological Survey 2011). The proposed project is not located in a known Alquist-Priolo Study Zone.[1]

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act, passed in 1990, addresses earthquake hazards from nonsurface fault rupture, including hazards related to liquefaction and seismically induced landslides. The purpose of the Seismic Hazards Mapping Act, which went into effect in 1991, is to identify and map seismic hazard zones to assist cities and counties when preparing the safety elements of their general plans and encourage land use management policies and regulations that reduce seismic hazards. This act has resulted in the preparation of maps that delineate Liquefaction Zones and Earthquake-Induced Landslide Zones of Required Investigation (State of California Department of Conservation, California Geological Survey 2011). The proposed project is not included on a landslide Seismic Hazards Zone.[2] The liquefaction Seismic Hazard Zone is discussed below.

4.4.2 Environmental Setting

Regional Geology

The project site is located south of the Santa Monica Mountains and west of the Los Angeles River in the northeastern portion of the Los Angeles Basin. The Los Angeles Basin a roughly north-south trending depositional trough located in the northwestern portion of the Peninsular Ranges geomorphic province. Geologic structures in this region reflect the resolution of tectonic forces as the northwest trending structures of the northern Peninsular Range Province, exemplified by the Whittier-Elsinore Fault, meeting the Santa Monica-Hollywood-Raymond Fault of the Transverse Range Province. A segment of the boundary between the Peninsular Range and the Transverse Range provinces is characterized by the Elysian Park anticline-a large fold associated with the uplift of the Elysian and Repetto Hills, which are located north and east of Downtown Los Angeles. The Elysian and Repetto Hills are underlain by sedimentary bedrock of both marine and non-marine origin, which has become folded into a series of low relief, east-west trending hills.

The project site is located in Downtown Los Angeles and is midblock on the block bounded by North Los Angeles Street to the west, East Temple Street to the north, Judge John Aiso Street to the east, and East 1st Street to the south (see Figure 3-2 in Chapter 3). Ground surface elevations generally vary from approximately 279 to 280 feet along the western and southern edges of the site to a low of approximately 275 feet in the northeastern portion of the site.

[1] City of Los Angeles Bureau of Engineering. *Geotechnical Engineering Report New Metro Jail Facility*. August 17, 2004.

[2] Ibid.

Stratigraphy

Previously placed fill materials, consisting primarily of brown to dark brown, loose to dense, silty sand with some gravel, brick and asphalt fragments mantle the site and were encountered in all of the borings. The fill ranged in depth from 2.5 feet to 10.5 feet below the ground surface. Larger sized pieces of construction debris may exist within fill materials at the site.

Alluvium underlies the fill and was encountered in all of the borings to depths ranging between 27 feet to 52.5 feet below the ground surface. The alluvium generally consists of light brown to dark brown, dense to very dense, poorly graded sand and silty sand.

Interbedded siltstone and claystone bedrock immediately underlie the alluvium. The bedrock is olive gray to black in color, very dense, slightly to moderately weathered, and massively bedded.

Faulting and Seismicity

The fault classification system adopted by the California Division of Mines and Geology (CDMG) delineating Earthquake Fault Zones along active or potential active faults (Alquist-Priolo Act) is used for structures. CDMG defines an active fault (or fault zone) as a fault that has moved within Holocent time (about the last 11,000 years). Faults with no known displacement within Holocene time that showed evidence of movement during Quaternary time (the last 1.6 million years) have been defined as potentially active. The site is not located within an Alquist-Priolo Special Studies Zone. Thus, the potential for ground surface rupture at the site is considered to be low. The site is not located within a landslide Seismic Hazard Zone, but is located within a liquefaction Seismic Hazard zone.

Known regional faults that could produce significant ground shaking at the site include the Elysian Park Thrust, Hollywood, Raymond, Compton Thrust, Newport-Inglewood, Verdugo, Santa Monica, Sierra Madre, and Whittier Faults, among others. The closest of these are the Elysian Park Thrust, Hollywood, and Raymond Faults with surface projections of potential rupture area located at distances of approximately 1 mile, 4 miles, and 4 miles from the site, respectively.

Other Seismic Hazards

Landslides

The project site and surrounding area are relatively flat. In the absence of significant ground slopes, the potential for seismically-induced landslides affecting the site is considered to be negligible.

Lateral Spreading

Seismically induced lateral spreading involves primarily lateral movement of earth materials due to ground shaking. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. Based on the materials encountered in the exploratory borings, the potential for lateral spreading of the project site is considered to be low.

Earthquake-Induced Flooding

Earthquake-induced flooding is caused by failure of dams or other water-retaining structures as a result of earthquakes. The potential for earthquake induced flooding at the site is considered to be low.

Seiches/Tsunamis

The project site is not located adjacent to any enclosed large bodies of water that could experience seiches during an earthquake. The project site is located in Downtown Los Angeles, approximately 16 miles from the Pacific Ocean.

Groundwater

Groundwater was encountered at depths of approximately 40 feet below the ground surface in the three URS borings located in the area of the Metro Detention Center facility. Groundwater was not encountered in the two borings that extended to depths of approximately 31 feet below the ground surface. Groundwater data indicates that historically reported shallowest depth to groundwater was approximately 25 feet or more below the ground surface.

Liquefaction

Liquefaction typically occurs when near surface (usually upper 50 feet), saturated, clean, fine-grained loose sands are subject to intense ground shaking.

The project site is shown on the State of California Seismic Hazard Zones Map within an area that has potential for liquefaction. As previously stated, groundwater was encountered at depths of approximately 40 feet below the ground surface. Groundwater was not encountered in the two borings that extended to depths of approximately 31 feet below the ground surface. Groundwater data indicates that historically reported shallowest depth to groundwater was approximately 25 feet or more below the ground surface. According to the geotechnical report, the granular soils below the historic shallow groundwater level are dense to very dense. Based on this data, the potential for liquefaction is to be considered low.

4.4.3 Environmental Impact Analysis

4.4.3.1 Methodology

Potential significant impacts associated with the alternatives were identified based on the geotechnical engineering report prepared by the Los Angeles Department of Public Works, Bureau of Engineering in August 2004. The geotechnical report presented findings, conclusions, and recommendations concerning development of the project site based on the engineering analysis of geotechnical properties of the subsurface conditions (described above). The following discussion identifies impacts and the measures required to mitigate impacts found to be significant.

4.4.3.2 Thresholds of Significance

For the purposes of the analysis in this EIR, in accordance with Appendix G of the State CEQA Guidelines, the project alternatives would have a significant environmental impact under CEQA related to geology or soils if they would:

1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:
    - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone 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).

- Strong seismic ground shaking.
- Seismically related ground failure, including liquefaction.
- Landslides.

2. Result in substantial soil erosion or the loss of topsoil.
3. 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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
4. Be located on expansive soil, as defined in Table 18-1-B of the UBC (1994), creating substantial risk to life or property.
5. Have soils that are incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater.

Similarly, the L.A. CEQA Thresholds Guide (2006) provides the following thresholds for determining the significance of impacts related to geology and soils:

1. A project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury.
2. A project would normally have significant sedimentation or erosion impacts if it would:
   - Constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or
   - Accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site.
3. A project would normally have a significant impact on landform alteration if one or more distinct and prominent geologic or topographic features would be destroyed, permanently covered or materially and adversely modified. Such features may include, but are not limited to, hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds and wetlands.

4.4.3.3 Construction Impacts

Alternative A – No Project

Seismicity, Soil Erosion, Unstable Soils related to Liquefaction, Lateral Spreading, Landslides, Septic Tanks

Alternative A assumes that the proposed project would not occur and that existing conditions would remain. No demolition or construction activities would occur under this alternative. Therefore, no temporary construction impacts related to seismicity, soils, erosion, lateral spreading, landslides, or septic tanks would occur.

Alternative B1– Rehabilitation

Seismicity

Alternative B1 would require construction activities associated with the rehabilitation of the existing Parker Center building. In general, the geologic and seismic hazards identified for the project study area would be reduced by employing required standard engineering practices,

including CBC standards, in the design and construction of the proposed project. Proposed rehabilitation and optional tunnel construction would be designed to meet all applicable design and building engineering practices. Nonetheless, due to the location of the project site within a seismically active region, impacts prior to the mitigation would be significant. Therefore, the proposed project would integrate the geotechnical recommendations prescribed in the geotechnical investigation report, as required by Mitigation Measure G-1 (Comply with Geotechnical Recommendations). With the incorporation of these geotechnical recommendations, potential impacts resulting from local geological hazards, including seismic ground shaking, would be mitigated to a less-than-significant level.

Soil Erosion, Unstable Soils related to Liquefaction, Lateral Spreading, Landslides, Septic Tanks

As a result of grading and excavation activities during construction, soils on the project site would be exposed to wind and water erosion. However, the implementation of industry-standard stormwater pollution-control Best Management Practices (BMPs) would reduce soil erosion impacts less-than-significant levels. The erosion control measures that would be implemented as part of the BMPs would include placing using proper grading techniques and providing appropriate shoring on the construction site.

The project site is shown on the State of California Seismic Hazard Zones Map, and within an area that has potential for liquefaction. As previously stated, groundwater was encountered at depths of approximately 40 feet below the ground surface. Groundwater was not encountered in the two borings, which extended to depths of approximately 31 feet below the ground surface. Groundwater data indicates that historically reported shallowest depth to groundwater was approximately 25 feet or more below the ground surface. According to the geotechnical report, the granular soils below the historic shallow groundwater level are dense to very dense. Based on this data, the potential for liquefaction is considered to be low. Because of its depth, construction of the optional tunnel to City Hall East could encounter groundwater, and there would be an increased risk of liquefaction as a result. Adherence to Mitigation Measure G-1 would address this potential impact.

The project site and surrounding area are relatively flat. In the absence of significant ground slopes, the potential for seismically induced landslides affecting the site is considered to be negligible. Based on the materials encountered in the exploratory borings, the potential for lateral spreading of the project site is considered to be low.

Significant construction impacts associated with landslides, lateral spreading, expansive soils, and septic tanks would not occur under Alternative B1. This alternative would not involve the use of septic tanks. Impacts would be considered less than significant.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

Seismicity

Alternative B2 would require various site grading and construction activities after partial demolition. Similar to Alternative B1, under Alternative B2, the geologic and seismic hazards identified for the project study area would be reduced by employing required standard engineering practices, including CBC standards, in the design and construction of the proposed project. Proposed structures, including the optional tunnel, would be designed to meet all applicable design and building engineering practices. Nonetheless, due to the location of the project site within a seismically active region, impacts prior to the mitigation would be significant. Therefore, the proposed project would integrate the geotechnical recommendations prescribed in the geotechnical

investigation report, as required by Mitigation Measure G-1 (Comply with Geotechnical Recommendations). With the incorporation of these geotechnical recommendations, potential impacts associated with seismicity, including seismic ground shaking, would be mitigated to a less-than-significant level.

Soil Erosion, Unstable Soils related to Liquefaction, Lateral Spreading, and Landslides/Septic Tanks

Construction impacts associated with soil erosion, unstable soils, and septic tanks would be similar to those anticipated to occur under Alternative B1. Impacts would be less than significant.

Alternative B3 – Demolition and Build

Similar to Alternative B2, this alternative would also require various demolition, site grading, and construction activities. Specifically, this alternative would involve a greater level of grading and construction activities than Alternative B2 as well as an optional bridge or tunnel connecting to City Hall East. Construction impacts anticipated to occur under Alternative B3 would be similar to those anticipated to occur under Alternative B2. As such, due to the location of the project site within a seismically active region, impacts prior to mitigation would be significant. The mitigation measure included under Alternative B2 would also mitigate impacts under this alternative.

Soil Erosion, Unstable Soils related to Liquefaction, Lateral Spreading, Landslides, Septic Tanks

Construction impacts associated with soil erosion, unstable soils, and septic tanks would be similar to those anticipated to occur under Alternative B2. Impacts would be less than significant.

4.4.3.4 Operational Impacts

Alternative A – No Project

Seismicity, Soil Erosion, Unstable Soils related to Liquefaction, Lateral Spreading, and Landslides, Septic Tanks

Alternative A assumes that the proposed project would not occur. Existing operational conditions within the project study area would remain under this alternative. Therefore, no operational impacts to seismicity, soil erosion, unstable soils, lateral spreading, landslides, or septic tanks would occur.

Alternative B1 – Rehabilitation

Seismicity

As previously stated, the project site would be subjected to seismic shaking and strong ground motion resulting from seismic activity along local and more distant active faults. While the shaking would be less severe from an earthquake of a given magnitude that originates farther from the project site, the effects could potentially be damaging. As previously stated, known regional faults could produce significant ground shaking at the site.

Alternative B1 would include the rehabilitation of the existing structure located on the project site and an optional tunnel connection to City Hall East. Adherence to CBC standards would reduce the potential for structural damage to facilities and corollary indirect impacts associated with strong seismic ground shaking to the extent feasible. Nevertheless, given the overall

seismic activity in the region, structures on the project site might be subjected to moderate to severe ground shaking, resulting in structural damage. Therefore, impacts from seismic hazards are considered potentially significant and mitigation would be required.

Soil Erosion, Unstable Soils related to Liquefaction, Lateral Spreading, and Landslides, Septic Tanks

The potential for liquefaction is considered to be low. Based on the materials encountered in the exploratory borings, the potential for lateral spreading of the project site is also considered to be low. Operation of Alternative B1 would not result in soil erosion.

Significant operational impacts associated with soil erosion, landslides, lateral spreading, expansive soils, and septic tanks would not occur under Alternative B1. This alternative would not involve the use of septic tanks. Impacts would be less than significant.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

Seismicity

This alternative would include the demolition of a portion of the Parker Center building and the development of an 11-story addition and an optional tunnel connection to City Hall East. The existing remaining portions of the Parker Center building, approximately 282,615 square feet, would remain largely unchanged and would be rehabilitated. Operational impacts related to seismic hazards under Alternative B2 would be similar to those anticipated to occur under Alternative B1. Specifically, impacts from seismic hazards are considered significant and mitigation would be required.

Soil Erosion, Unstable Soils related to Liquefaction, Lateral Spreading, Landslides, Septic Tanks

Operational impacts associated with soil erosion, unstable soils and septic tanks would be similar to those anticipated to occur under Alternative B1. Impacts would be less than significant.

Alternative B3 – Demolition and Build

Seismicity

Alternative B3 would include complete demolition of the existing Parker Center building, development of LA Street Civic Building, as well as an optional bridge or tunnel connection to City Hall East. Operational impacts associated with seismic hazards would be similar to those anticipated to occur under Alternative B2. As such, due to the location of the project site within a seismically active region, impacts prior to mitigation would be significant.

Soil Erosion, Unstable Soils related to Liquefaction, Lateral Spreading, Landslides, Septic Tanks

Operational impacts associated with soil erosion, unstable soils and septic tanks would be similar to those anticipated to occur under Alternative B2. Impacts would be less than significant.

4.4.4 Mitigation Measures

4.4.4.1 Alternative A - No Project

No mitigation measures are required.

4.4.4.2 Alternatives B1, B2, and B3

The following mitigation measure is based on the August 2012 technical memorandum, which provided a review of applicability of mitigation measures included in the 2004 preliminary geotechnical report.

G-1: Construction and structural design of the project shall comply with all of the geotechnical recommendations, including design measures, provided in the geotechnical engineering report prepared for the project as described below:

- Each build alternative shall follow the August 2004 geotechnical report's general recommendation of new structures being founded on spread footing foundations and/or Cast-In-Drilled-Hole (CIDH) pile foundations. The specifications for Cast-in-Drilled Hole Pile Construction, Retaining Walls, Slab-on-Grade, and Cement and Asphalt Pavements shall be followed where applicable under all build alternatives.
- Under each build alternative, where applicable, the existing Parker Center foundation walls shall be structurally evaluated to determine their capability to resist unbalanced earth loads that will occur as the result of adjacent excavation, and shoring shall be installed to provide lateral support where needed.
- All build alternatives shall follow the specifications in the August 2004 geotechnical report regarding Site Preparation and Earthwork, where applicable.
- The general specification for Structure Foundations, as described in the August 2004 geotechnical report, will be considered appropriate, with probable minor modifications to minimum sizes and total expected settlement, depending on the Build Alternative that is selected. The given soil specifications, such as allowable bearing pressures and coefficients of friction, shall be similar to those used for the build alternatives.

4.4.5 Significant Unavoidable Adverse Impacts

4.4.5.1 Alternative A - No Project

Alternative A would not result in significant unavoidable adverse impacts to geology and soils.

4.4.5.2 Alternatives B1, B2, and B3

With the implementation of Mitigation Measure G-1, no significant unavoidable adverse impacts to geology and soils would occur.

4.4.6 Cumulative Impacts

For cumulative impacts analysis, the study area for geology and soils includes the project site and the Civic Center and Little Tokyo neighborhoods. The build alternatives, in combination with the related projects, would not contribute to a cumulative impact related to geology and soils because all impacts would be generally site-specific. Project-related impacts primarily deal with hazards at the project site that are speculative in nature (e.g., possibility of earthquake, liquefaction, or landslide). With mitigation, all project-related impacts would be reduced to a less-than-significant level. The inclusion of other projects in the study area would not result in increased risk of earthquake, liquefaction, lateral spreading, or landslide hazards in the vicinity of the project site

beyond currently existing known hazards in the study area, such as the known liquefaction risks in downtown Los Angeles. Therefore, the build alternatives would not contribute to a cumulatively significant impact related to geology or soils.

4.5 Hazards and Hazardous Materials

This section addresses the potential for the proposed project to expose people and the environment to hazards and hazardous materials. The proposed project site was previously evaluated as part of the 2004 Proposition Q and F Civic Center Public Safety Facilities Draft EIR and the 2005 Police Headquarters Facility Plan Draft EIR.

4.5.1 Regulatory Setting

Hazardous materials are substances that have the have the potential to cause a health hazard or harm to the environment with improper management or disposal.

Hazardous substances are typically toxic, corrosive, ignitable, explosive, or chemically reactive, and may occur at a given location naturally, as a result of recent industrial or construction activities, or from historical uses. Hazardous substances are defined in the Federal Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Section 101(14), and also in the California Code of Regulations (CCR), Title 22, Chapter 11, Article 2, Section 66261. Federal, state, and local laws regulate the use and management of hazardous or potentially hazardous or explosive substances.

Hazardous waste is the by-product of processes and/or activities that can pose a substantial or potential hazard to human health or the environment from improper management or disposal.

For this analysis, soil that is excavated from a site containing hazardous materials would be considered a hazardous waste if it exceeded specific CCR Title 22 criteria. Remediation (cleanup and safe removal/disposal) of hazardous wastes found at a site is required if excavation of these materials is performed; it may also be required if certain other activities are proposed. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous wastes, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking lead jurisdiction.

Federal

Federal Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act of 1976

The Federal Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act of 1976 (RCRA) established a program administered by the U.S. Environmental Protection Agency (EPA) for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the "cradle to grave" system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by HSWA.

Comprehensive Environmental Response, Compensation, and Liability Act

CERCLA, commonly known as Superfund, was enacted by Congress on December 11, 1980. This law provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements

concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priorities List (NPL). CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

National Emission Standards for Hazardous Air Pollutants

EPA has established the National Emissions Standards for Hazardous Air Pollutants that governs the use, removal, and disposal of asbestos-containing materials. Responsibility for implementing these requirements has been delegated to the state, which, in turn, has delegated the responsibility to the South Coast Air Quality Management District (SCAQMD). The SCAQMD implements the National Emissions Standards for Hazardous Air Pollutants through Rule 1403, which is discussed below.

State

California Hazardous Waste Control Law (HWCL)

The California Hazardous Waste Control Law (HWCL) is administered by the California Environmental Protection Agency (CAL/EPA) to regulate hazardous wastes. While the HWCL is generally more stringent than the RCRA, until EPA approves the California program, both the state and federal laws apply in California. The HWCL lists 791 chemicals and about 300 common materials that may be hazardous. The HWCL also:

- establishes criteria for identifying, packaging and labeling hazardous wastes;
- prescribes management controls;
- establishes permit requirements for treatment, storage, disposal and transportation; and
- identifies some wastes that cannot be disposed of in landfills.

Hazardous wastes are hazardous substances that no longer have a practical use.

Hazardous substances are defined by state and federal regulations to protect public health and the environment. Hazardous materials have certain chemical, physical, or infectious properties that cause them to be considered hazardous. According to CCR, Title 22, Chapter 11, Article 3, substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered to be hazardous. Examples of hazardous wastes include material that has been abandoned, discarded, spilled, contaminated, or is being stored prior to proper disposal.

Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability, or death. For example, toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substance involved). Carcinogens (substances known to cause cancer) are a special class of toxic substance. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline). Ignitable substances are hazardous because of their flammable properties. Gasoline, hexane, and natural gas are examples of ignitable substances. Corrosive substances are chemically active and can damage other materials or cause severe burns

upon contact. Examples of corrosive substances include strong acids and bases such as sulfuric (battery) acid or lye. Reactive substances may cause explosions or generate gases or fumes. Explosives, pressurized canisters, and pure sodium metal (reacts violently with water) are examples of reactive materials.

Other types of hazardous materials include radioactive and biohazardous materials. Radioactive materials and wastes contain radioisotopes, which are atoms with unstable nuclei that emit ionizing radiation to increase their stability. Radioactive waste mixed with chemical hazardous wastes is referred to as "mixed wastes." Biohazardous materials and wastes include anything derived from living organisms. They may be contaminated with disease-causing agents, such as bacteria or viruses.

Hazardous Material Worker Safety

The California Occupational Safety and Health Administration (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace, as delegated by the federal Occupational Safety and Health Act. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR Sections 337-340). The regulations specify requirements for employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings.

Regional and Local

South Coast Air Quality Management District Rule 1403

Rule 1403, as amended, specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials (ACWM). All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

Los Angeles County

The Los Angeles County Department of Public Works (DPW), Environmental Programs Division (EPD) prepares and administers the Los Angeles County Integrated Waste Management Plan and Hazardous Waste Management Plan that provide direction for proper management of all waste generated within the County. As the County's lead agency, they advise the Los Angeles County Board of Supervisors on all waste management issues. The EPD implements numerous programs to meet state-mandated solid waste reduction goals including recycling, composting, source reduction, household hazardous waste management, public education, etc. They regulate underground storage tanks in the unincorporated areas and over 76 cities for protection of groundwater resources. This program is the largest in the state, encompassing some 10,000 underground tanks at over 2,500 sites. Site remediation plans are reviewed and approved for the cleanup of contamination caused by leaking underground storage tanks. They also regulate industrial waste management systems at 5,000 generator sites, as well as permit and inspect industrial waste discharges into over 3,000 miles of local sewers within the unincorporated areas and 38 contract cities. The EPD responds as a support unit to reported incidents involving the existing and/or potential discharge of contaminants or toxic materials/waste into DPW drainage facilities.

City of Los Angeles

The City of Los Angeles Environmental Affairs Department (EAD) seeks to protect and enhance the environmental quality of life for residents, communities, workers, and visitors in the City by:

- recommending environmental policies and programs to the Mayor and City Council;
- implementing and coordinating citywide environmental initiatives;
- securing and assisting others in securing resources for the implementation of environmental initiatives; facilitating public education;
- providing assistance to businesses; responding to requests for information on environmental issues; and
- ensuring that solid waste facilities in the City are operated in a manner that protects the public health, safety, and environment.

In addition to its ongoing work with environmental policy analysis and development, the EAD oversees a wide array of environmental programs and initiatives, including:

- solid and hazardous waste management (includes inspecting landfills and enforcing state health and safety laws at solid waste facilities in Los Angeles;
- coordinating the restoration of potentially contaminated properties to useful economic purposes (brown fields program);
- water and natural resources management;
- business assistance, (includes helping targeted businesses prevent pollution at the source by improving their production processes); and
- environmental information (includes a toll-free hotline, web pages, several environmental assistance publications, and hosting public forums and outreach events on important issues such as environmental justice).

City of Los Angeles Fire Code

The Los Angeles City Fire Code prescribes laws for hazardous material storage and handling, and safeguarding of life and property from fire, explosion, panic, or other hazardous conditions may arise in the use of buildings, structures, or other premises (City of Los Angeles Municipal Code Chapter 5, Article 7).

City of Los Angeles Fire Department Hazardous Materials Section

The City of Los Angeles Fire Department Hazardous Materials Section is the administrative agent for the California Health and Safety Code, California Code of Regulations related to emergency planning and community right to know laws, and federal SARA Title III. There are three units within this department that process information related to hazardous materials. The Disclosure Unit is responsible for enforcing the disclosure law, which requires all establishments storing, producing, or utilizing hazardous substances to inventory on-site; this includes new businesses, as well as existing businesses. The Business Plan Unit ensures that businesses take the right measures to mitigate any dangers. The Risk Management and Prevention Program (RMPP) Unit is responsible for evaluating RMPP's that businesses have to submit. An RMPP is intended to reduce risks associated with the handling of acutely hazardous materials and is required of businesses that handle 55 gallons, 500 pounds, or 200 cubic feet or more of such materials.

City of Los Angeles Fire Department Bureau of Fire Prevention and Public Safety (Underground Storage Tanks)

The Bureau of Fire Prevention and Public Safety maintains an Underground Storage Tank Unit, which implements and enforces the Underground Storage Tank program. All underground storage tanks used for fuel, solvents, and other liquids, must be monitored for leakage. The law requires underground storage tank installations, removals, or alterations to be regulated under permit from the City of Los Angeles Fire Department. All underground tanks installed after January 1, 1984 are required to have secondary containment in addition to a leak detection system. All underground tanks installed prior to January 1, 1984 are classified as existing tanks and are required to have a soil analysis report and a continuous monitoring device.

Los Angeles City Building Code

Division 71 of the Los Angeles Building Code sets forth regulations for the control of methane intrusion emanating from geologic formations. The methane seepage regulations specify site testing requirements and methane mitigation standards for all new buildings and paved areas (i.e., 5,000 square feet of paved area within 15 feet of an exterior wall of a commercial, industrial, institutional, or residential building) within designated methane zones or methane buffer zones.

4.5.2 Environmental Setting

The project site is located in the Civic Center area of Downtown Los Angeles, two blocks east of City Hall and adjacent to Little Tokyo. A review of historical land use records based on Sanborn Fire Insurance Maps and aerial photos was completed for the Proposition Q and F Civic Center Public Safety Facilities Draft EIR in 2004, and suggests that from at least the late 1880s to the 1950s, the proposed project site was occupied by industrial uses that may have handled or stored hazardous materials, such as paint or oil. Uses of the property include a sheet iron warehouses and an oil and gas station. These land uses were replaced in 1953 when a police facilities building with a basement and parking (now known as Parker Center) was developed, which nearly occupied the entire site. Parker Center has been at the site since its construction was completed in 1954. The building has been used as administrative office space for police headquarters functions.

Previous Studies

Subsurface testing conducted in 2004 as part of a geotechnical investigation for the Police Headquarters Facility Plan Draft EIR included screening for volatile organic compounds (VOCs) to determine whether fuel spills or other contamination of the soil has occurred in the project area (Police HQ Draft EIR 2005). One sampling event included seven exploratory borings to a maximum depth of 40 feet bgs. Soil borings encountered the presence of VOCs ranging from non-detectable to seven ppm. An additional sampling event, which included two soil boring drillings encountered the presence of VOCs at 360 ppm in one of the borings at a depth of 30 feet bgs. Groundwater was encountered at a depth of approximately 40 feet bgs.

bgs = below ground surface
ppm = parts per million

The former Motor Transport Division (MTD) facility, which was adjacent to Parker Center, was demolished as a component of the Police Headquarters Facility project. The former MTD housed a fueling station with one 1,000-gallon motor oil underground storage tank (UST), one 2,000-gallon diesel UST, and two 10,000-gallon gasoline USTs. At least three generations of tanks have been

installed at the former MTD site. An investigation in 1999 revealed that at least one UST released petroleum hydrocarbons into the subsurface environment. The site is currently considered to be historical and not active by the Los Angeles Regional Water Quality Control Board.

During the subsurface field exploration of the project site, a multi-gas detector was used as a screening tool for methane. No methane was detected at the project site (City of Los Angeles Geotechnical Engineering Division 2005a,b,c). However, the entire Parker Center site is located within a methane buffer zone (City of Los Angeles DPW 2012). A previous methane investigation on the Parker Center site included a shallow soil gas screening survey at eight locations to a depth of 5 feet bgs. Based on results of that study, three deep soil gas probe sets were installed. Measured methane concentrations from the deep soil gas probe survey ranged from 40 to 320 ppm by volume (ppmV) and the Design Methane Pressure was determined to be less than 2 inches of water pressure (Kleinfelder 2004).

Sites with Hazardous Materials Identified in Environmental Databases

Parker Center is known to have ACMs and lead-based paint. Although abatement of these materials has occurred, these hazardous materials are still present on the site. According to a review of regulatory agency databases provided by Environmental Data Resources, Inc. (EDR), Parker Center at 150 N. Los Angeles Street is listed on the HAZNET list. The EDR report is attached to this EIR as Appendix F. Below is a summary of the data obtained from the listings (EDR 2012).

Table 4.5-1. Parker Center Site Hazardous Materials Listings

Regulatory Agency Database	Project Site Listing	Available Data
Leaking Underground Storage Tanks (LUST) Incident Reports	Parker Center 151 Judge John Aiso Street	A leak of an underground storage tank was identified and reported in 1950. Soil potentially contaminated with diesel, semi-annual monitoring undertaken. A request for case closure was made in August 2010.
Underground Storage Tank (UST) Database and California Facility Inventory Database Underground Storage Tanks (CA FID UST)	Parker Center 151 S. San Pedro Street	Active UST.
Hazardous Waste Information System (HAZNET)	Los Angeles City/Police Department 150 N. Los Angeles Street	0.5445 tons of aged or surplus organics on site, reported in 2009; 0.4276 tons of laboratory waste chemical located on site, reported in 2009.
Historical Cortese Sites	Parker Center 151 San Pedro Street	No data reported. See LUST listing.
Source: EDR, 2012.		

The database was also reviewed for hazardous materials sites located off-site that could potentially affect the project site. Database search radii were based on the ASTM Standard Practice for Environmental Site Assessments, and included sites ranging from those immediately adjacent to the project site to one mile from the Parker Center site. A total of 146 sites with records from databases were identified within the search radii (some sites have duplicate records), a selection of which is summarized in the following table (EDR 2012).

Table 4.5-2. Hazardous Materials Listings Near Parker Center Site

Regulatory Agency Database	Search Radius (per ASTM standards)	No. of Site Listing(s)	Summary
Resource Conservation and Recovery Act (RCRA) Generators List	0.25 mi	21	4 large-quantity generators of hazardous waste 17 small-quantity generators of hazardous waste. Last updated in March 2012.
EnviroStor	1.0 mi	22	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 (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. Last updated in June 2012.
Leaking Underground Storage Tank (LUST) List	0.5 mi	15	The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System. Last updated in June 2012.
Spills, Leaks, Investigation, and Cleanup (SLIC) list, renamed as SCP Database	0.5 mi	7	The Site Cleanup Program (SCP) deals with site investigation and corrective action involving sites not overseen by the Underground Tank Program and the Well Investigation Program. Last updated in June 2012.
California Facility Inventory Database Underground Storage Tank list (CA FID UST)	0.25 mi	17	The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board. Last updated in 1994.
Historical Underground Storage Tank list (HIST UST)	0.25 mi	13	Provides information on historical locations of underground storage tanks. Last updated in 1990.

Regulatory Agency Database	Search Radius (per ASTM standards)	No. of Site Listing(s)	Summary
Statewide Environmental Evaluation and Planning System Underground Storage Tank list (SWEEPS UST)	0.25 mi	19	Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990s. The listing is no longer updated or maintained. Last updated in 1994.
Historic Cortese Sites	0.5 mi	12	The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency. Last updated in 2001.
EDR Historical Auto Stations	0.25 mi	12	EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.
EDR Historical Cleaners	0.25 mi	14	EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash and dry, etc.
Source: EDR, 2012.			

4.5.3 Environmental Impact Analysis

4.5.3.1 Thresholds of Significance

For the purposes of the analysis in this EIR, in accordance with Appendix G of the State CEQA Guidelines, project alternatives would cause a significant impact with respect to hazardous or hazardous materials if they would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
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;
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
4. 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;
5. Be located within an airport land use plan or within two miles of a public airport or public use airport and result in a safety hazard for people residing or working in the project area;
6. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the area;
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
8. 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.

The L.A. CEQA Thresholds Guide (2006) provides similar factors to consider in determining the significance of impacts related to hazardous materials:

1. The regulatory framework;
2. The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
3. The degree to which the project may require a new, or interfere with an existing, emergency response or evacuation plan, and the severity of the consequences;
4. The degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance.
5. The probable frequency and severity of consequences to people from exposure to a health hazard; or
6. The degree to which project design would reduce the frequency of exposure or severity of consequences of exposure to the health hazard.

4.5.3.2 Construction Impacts

Alternative A – No Project

No construction would occur under Alternative A. Therefore, no impact would occur.

Alternatives B1, B2, and B3 – Build Alternatives

Construction impacts related to hazards and hazardous materials are similar among the three build alternatives. Therefore, the following analysis applies to all three build alternatives (B1, B2, and B3).

Transport, Use, and Disposal of Hazardous Materials

For all three build alternatives, light-duty excavators with hydraulic breakers would be used to remove the building foundations. Given the historic industrial uses on the site, there is potential for contaminated soils to be uncovered on the site during construction. The removal of contaminated soil and other hazardous wastes may pose a hazard to construction workers and the surrounding population if improperly managed. Construction of the build alternatives would comply with all applicable local regulations, including those related to methane as specified in the Division 71 of the City of Los Angeles Building Code to avoid any impacts associated with methane seepage.

Construction of the project would result in significant impacts related to the excavation and disposal of hazardous materials prior to mitigation. Mitigation measures HM-1 through HM-5 related to the treatment and disposal of soils are proposed.

Although groundwater is unlikely to be encountered during construction, there is a potential for groundwater contamination if encountered, and impacts would be significant prior to the implementation of mitigation measures. The implementation of mitigation measures HM-6 and HM-7 is proposed.

In addition to excavation activities, materials originally used to construct Parker Center are likely to have ACM and lead-based paints. Impacts related to the disposal of ACM and items painted with lead-based paints would be significant prior to mitigation. The implementation of mitigation measure HM-8 is proposed.

Proximity to Schools and Childcare Facilities

No schools are located within one-quarter mile of the proposed project. A private childcare center, Joy Picus Child Development Center (111 E First Street), is located approximately one-tenth of a mile west of the project site. Given the site-specific nature of excavation and construction activities, the distance of the childcare facility from the project site, and that trucks would be routed along Judge John Aiso Street, the risk of contaminated soils or other hazardous materials being released to the childcare facility is considered to be low. Impacts to schools and childcare facilities would be less than significant prior to mitigation. The aforementioned mitigation measures relating to the disposal of hazardous materials would ensure that the construction process would not pose a risk to children at the childcare center.

The childcare center planned as a component of the project would not be in operation until after construction is completed and would be unaffected by construction.

Proximity to Airports

The project would not be constructed within an airport land use plan area or within two miles of a public airport or public use airport (Los Angeles County Airport Land Use Plan 1991). In addition, the project is not located within the vicinity of private airstrip. Construction of the project would not affect air traffic patterns and therefore would not pose a danger to people residing or working in the area. As such, no impact would occur.

Emergency Services

No full road closures are anticipated during the construction period, and none of the surrounding roadways would be impeded. Under Alternatives B1 and B3, all construction equipment would be staged on the project site. Under Alternative B2, however, construction staging would require the closure of approximately one lane of Judge John Aiso Street. Access for emergency service providers and evacuation routes would be maintained under all three build alternatives. Construction would not require a new or revised emergency response plan. Impacts related to emergency services would be less than significant.

Wildland Fire Risk

The project is located in a heavily urbanized area within the City of Los Angeles, and is not threatened by wildland fires. The closest wildland area is Elysian Park, which is approximately two miles north of the project site. No impact related to wildland fires would occur as a result of construction of the project.

4.5.3.3 Operational Impacts

Alternative A – No Project

Operation of Alternative A would have no impact with respect to hazards and hazardous materials, as the no-project alternative would not change in the existing operational conditions.

Alternative B1, B2, and B3 – Build Alternatives

Operational impacts related to hazards and hazardous materials are similar among the three build alternatives. Therefore, the following analysis applies to all three build alternatives (B1, B2, and B3).

Transport, Use, and Disposal of Hazardous Materials

Under all three of the build alternatives, the proposed project would primarily serve as government offices. Under each build alternative, a small portion of the building would be retail space. The proposed project is not expected to require the routine use and transport of hazardous materials in addition to those typically associated with janitorial or grounds maintenance activities. Any hazardous materials used on the project would be used and disposed of in compliance with existing regulations. Therefore, impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant.

Proximity to Schools and Childcare Facilities

The use and transport of any hazardous materials used during project operation would be minimal and not pose a danger to children at nearby schools and childcare facilities. A private childcare, Joy Picus Child Development Center (111 E First Street), is located within one-quarter mile of the project site and there would be a childcare center on the site. Any hazardous materials used on the site would be used and disposed of in compliance with existing regulations. Therefore, impacts would be less than significant.

Proximity to Airports

The project would not be operated within an airport land use plan area or within two miles of a public airport or public use airport (Los Angeles County 1991). Therefore, the build alternatives would have no impact on air traffic patterns.

Emergency Services

Project operation would not require a new or revised emergency response plan, nor would it interfere with adopted plans. The site would be served by the Central Bureau of the Los Angeles Police Department and Fire Station 4 of the Los Angeles Fire Department. The project would comply with all applicable emergency service requirements. Therefore, impacts would be less than significant.

Wildland Fire Risk

The project site is not located within or adjacent to a wildland area and would not be susceptible to wildland fires. The closest wildland area is Elysian Park, which is approximately two miles north of the project site. Therefore, no wildland fire impacts would occur.

4.5.4 Mitigation Measures

Alternative A – No Project

No impact would occur as result of the implementation of Alternative A. Therefore, no mitigation measures are necessary.

Alternatives B1, B2, and B3

Soil Contamination

HM-1: Soils that have visible staining or an odor shall first be tested in the field by the contractor or qualified environmental subcontractor with an organic vapor analyzer (OVA) or other field equipment for volatile components, which require additional considerations in their handling. Soil with OVA readings exceeding 50 parts per million (ppm) volatile organic compounds (probe held 3 inches from the excavated soil face), or which is visibly stained or has a detectable petrochemical odor shall be stockpiled by the contractor separately from non-contaminated soils. The stockpiles shall be barricaded near the excavation area, away from drainage areas or catch basins, on an impermeable plastic liner (6 millimeter nominal thickness and tested at 100 psi strength). Caution must be taken to separate any contaminated soil from the remainder of the excavated material. If only a small amount of contaminated soil is encountered, it may be drummed in 55-gallon steel drums with sealing lids.

HM-2: The soil shall then be sampled in a random and representative manner. To establish waste classification, samples shall be analyzed for total recoverable petroleum hydrocarbons (TRPH), volatile organic compounds (VOCs), total petroleum hydrocarbons (TPH) as gasoline or diesel if these fuels are found in the area, Title 22 heavy metals, reactivity (pH), corrosivity, and toxicity. The number of samples shall depend upon the volume of material removed, one sample for approximately every ton of soil. Storage space available at the site and neighborhood sensitivity shall determine the amount of soil that can be stockpiled.

HM-3: If VOCs are present at concentrations exceeding 50 ppm, a permit from the South Coast Air Quality Management District (SCAQMD) shall be required, which most likely will require control of vapor, such as covering the stockpiles with plastic sheeting or wetting with water or a soap solution. The contractor shall obtain all necessary permits.

HM-4: Suspected contaminated soil samples shall be taken to a state-certified environmental laboratory or tested in the field with a mobile lab and technician using infrared spectrometry in accordance with appropriate testing methods. Materials with elevated levels of TRPH, metals or other regulated contaminants shall require handling by workers who have been adequately trained for health and safety aspects of hazardous material handling.

HM-5: Any contaminated material (soil, asphalt, railroad ballast, concrete, or debris) that is to be hauled off-site and is considered a "waste product" shall be classified as hazardous or nonhazardous waste under all criteria by both state and federal codes prior to disposal. If the waste soil or other material is determined hazardous, a hazardous waste manifest shall be prepared by the contractor or its qualified representative and the material transported to an appropriate class of facility for recycling or landfill disposal by a registered hazardous material transporter. If the soil is nonhazardous but still exceeds levels that can be returned to the excavation, a less costly nonhazardous transporter and soil recycling facility shall be used if no hazardous constituents are present above their respective action levels.

Groundwater Contamination

HM-6: In the event groundwater is encountered during construction, dewatering shall be minimized, sufficient to remove interior or nuisance water from structures. Sampling ports shall be provided in the dewatering system. The produced water shall be required to be temporarily stored in large Baker-type tanks and analyzed by a state-certified environmental laboratory selected by the contractor. If the groundwater quality falls within guidelines established by the City Department of Public Works, Bureau of Sanitation, a permit shall be obtained to discharge the water into a nearby sewer.

HM-7: If hydrocarbon or other water contamination precludes this, the contaminated groundwater water shall be treated onsite (such as in an oil-water separator) or hauled off-site for treatment and disposal in accordance with applicable regulations by a licensed professional.

ACM and Lead-Based Paint

HM-8: Prior to demolition activities, all structures within the project site shall be surveyed for asbestos-containing materials (ACMs) and lead-based paint by a licensed professional. All tests shall be performed in accordance with generally accepted testing laboratory methods. Based on lab test results, appropriate measures for handling, removal, and disposal of these materials shall be developed as part of the survey investigation. Any demolition activities that would remove or disturb these materials shall implement the developed measures in accordance with applicable regulations. As required by law, the abatement contractor shall be a licensed professional.

Level of Significance after Mitigation

Construction

All significant impacts related to hazards and hazardous materials during construction would be reduced to less-than-significant levels with implementation of the mitigation measures detailed above.

Operation

No operational impacts were identified and, therefore, mitigation is not required.

4.5.5 Significant and Unavoidable Adverse Impacts

No significant and unavoidable impacts were identified.

4.5.6 Cumulative Impacts

For the cumulative impact analysis, the resource study area is the project site and the Civic Center and Little Tokyo neighborhoods. Within the study area, there are no related projects (see Table 3-2 in Chapter 3 of this Draft EIR) in close proximity to the project site that would be constructed at the same time or have an overlapping construction schedule with the proposed project. Therefore, it is anticipated that no cumulative construction impacts would occur.

Apart from the use of chemicals for the routine cleaning and maintenance associated with the operation of the build alternatives, any hazardous materials used would comply with all applicable regulations and would not endanger inhabitants at or near the project site. The potential for related projects in the study area to result in the accidental upset or release of hazardous materials is speculative. None of the related projects appear to include the routine handling of hazardous materials; therefore, impacts from these projects related to hazardous materials would not be anticipated. Furthermore, the build alternatives would adhere to mitigation measures aimed at reducing the risk of upset or accidental release of hazardous materials thereby minimizing the potential for significant impacts related to hazardous materials. Accordingly, the build alternatives' contribution to a potentially significant cumulative effect would not be considerable.

4.6 Land Use and Planning

This section provides an overview of existing land uses, land use designations, and applicable plans and policies and evaluates the potential for land use and planning impacts associated with the alternatives.

4.6.1 Regulatory Setting

Regional Plans

Southern California Association of Governments Regional Comprehensive Plan

The Southern California Association of Governments (SCAG) is designated by the federal government as the Southern California region's Metropolitan Planning Organization and Regional Transportation Planning Agency. SCAG's jurisdiction includes Los Angeles, Orange, Riverside, San Bernardino, Imperial and Ventura Counties. SCAG has sought to address regional planning concerns through various plans and programs, including the 2008 *Regional Comprehensive Plan* (RCP).[1]

The RCP addresses regional issues, such as housing, traffic/transportation, water, and air quality, and serves as an advisory document to local agencies in the Southern California region to use for preparing local plans and handling local issues of regional significance. The RCP contains the following land use, transportation, and air quality goals that are relevant to the proposed project:

- **Land Use and Housing**

  Successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing the Compass Blueprint 2% Strategy that includes the following:[2]

  - Focusing growth in existing and emerging centers and along major transportation corridors.
  - Creating significant areas of mixed-use development and walkable, "people-scaled" communities.
  - Providing new housing opportunities, with building types and locations that respond to the region's changing demographics.
  - Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations.
  - Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings, and building new businesses and housing on vacant lots.
  - Preserving existing, stable, single-family neighborhoods.
  - Protecting important open space, environmentally sensitive areas, and agricultural lands from development.[3]

[1] Southern California Association of Governments. *2008 Regional Comprehensive Plan*. http://www.scag.ca.gov/rcp/index.htm Accessed August 16, 2012.

[2] The Compass Blueprint 2% Strategy is a guideline for how and where the Growth Vision for Southern California's future can be implemented and calls for changes to current land use and transportation trends on only 2 percent of the land area of the region.

- **Transportation**
  - A more efficient transportation system that reduces and better manages vehicle activity.
  - A cleaner transportation system that minimizes air quality impacts and is energy efficient.
- **Air Quality**
  - Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable.
  - Reverse current trends in greenhouse gas (GHG) emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas.
  - Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM10, PM2.5, ultrafine), and carbon monoxide.
  - Expand green building practices to reduce energy-related emissions from developments to increase economic benefits to business and residents.

SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy

The *SCAG Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties.[4] The RTP/SCS identifies priorities for transportation planning within the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area. All projects being constructed within the SCAG region must be listed in the RTP/SCS.

The 2012 RTP/SCS goals are the following:[5]

- Align the plan investments and policies with improving regional economic development and competitiveness.
- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).
- Actively encourage and create incentives for energy efficiency, where possible.
- Encourage land use and growth patterns that facilitate transit and non-motorized transportation.
- Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

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[3] Southern California Association of Governments. Compass Blueprint. http://www.compassblueprint.org/about/vision. Accessed August 16, 2011.

[4] Southern California Association of Governments. 2012 *SCAG Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) http://rtpscs.scag.ca.gov/Pages/default.aspx Accessed August 15, 2012.

[5] Ibid.

The proposed project is considered to be a regionally significant project according to SCAG's Minimum Criteria for Classification of Projects as Regionally Significant.[6]

Local Plans and Regulations

City of Los Angeles Zoning Code

The City of Los Angeles Planning and Zoning Code includes standards for different land uses and identifies which land uses are allowed in various zoning districts. Specifically, the Zoning Code consolidates and coordinates all existing zoning regulations and provisions in order to designate, regulate, and restrict locations and land uses. The project site is zoned PF-2D (Public Facilities), which allows such land uses as government buildings, public libraries, post offices, public health facilities, and public elementary and secondary schools.

City of Los Angeles General Plan

The City of Los Angeles General Plan is a comprehensive, long-term declaration of purposes, policies, and programs for the development of the City of Los Angeles.[7] It sets forth goals, objectives and programs to provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating a range of state-mandated elements including Transportation, Noise, Safety, Housing, and Conservation. In place of a Land Use Element, the City of Los Angeles includes community plans that establish policy and standards for each of the 35 geographic areas in the City. As such, the community plans are oriented toward specific geographic areas of the city, defining locally the General Plan's more general citywide policies and programs. The project site is located with the Central City Community Plan area.

Central City Community Plan

The Central City Community Plan area indicates that the project site is designated for Public Facilities land uses. The Central City Community Plan area extends south of Sunset Boulevard/Cesar Chavez Avenue, north of the Santa Monica Freeway (Interstate 10), east of the Harbor Freeway (Interstate 110), and west of Alameda Street. It is bordered by the communities of Central City North, Silver Lake-Echo Park, Westlake, Southeast, and South Central Los Angeles. Since the project area is the governmental, financial, and the industrial hub of Los Angeles, land is primarily dedicated to these uses.

The Central City Community Plan promotes an arrangement of land use, infrastructure, and services intended to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work and invest in the community.[8] The Citywide General Plan Framework, an Element of the General Plan, designates the entire Central City Community Plan area as a Downtown Center. Policies and strategies aimed at enhancing and revitalizing this area have produced two complementary visions: (1) The Downtown Strategic Plan, adopted as the guiding vision, direction and framework for the future of Downtown (Central City) and (2) the Los Angeles Civic Center Shared Facilities and Enhancement Plan (Ten-Minute Diamond), which focuses specifically on the enhancement of civic functions. The Metropolitan Transportation Authority has also developed a pedestrian master plan known as Angels Walk.

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[6] Southern California Association of Governments. *Minimum Criteria for Classification of Projects as Regionally Significant.* http://www.scag.ca.gov/igr/clist.htm. Accessed August 30, 2012.

[7] City of Los Angeles. *City of Los Angeles General Plan.* http://cityplanning.lacity.org/ Accessed August 17, 2012.

[8] City of Los Angeles. *City of Los Angeles General Plan- Central City Community Plan* http://cityplanning.cityofla.org Accessed August 17, 2012.

Applicable policies from the Central City Community Plan are included below:

- **Policy 2-2.1** Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both the labor force, and businesses.
- **Policy 4-2.1** To foster physical and visual links between a variety of open spaces and public spaces Downtown.
- **Policy 4-4.1** Improve Downtown's pedestrian environment in recognition of its important role in the efficiency of Downtown's transportation and circulation systems and in the quality of life for its residents, workers, and visitors.

The site is not located within a Habitat Conservation Plan area.

4.6.2 Environmental Setting

Project Site

The project site is located at 150 North Los Angeles Street in the Downtown area of the City of Los Angeles. Specifically, the site is located within the Central City Community Plan area of the City, which mostly supports commercial, governmental, and industrial land uses. The Central City Community Plan area includes nine districts: Civic Center, Bunker Hill, Financial Core, Convention Center/Arena, South Park, Center City/Historic Core, Little Tokyo, Central City East, and South Markets. The project site is also located within the Little Tokyo Neighborhood, which is considered to be a cultural and symbolic center for the Japanese-American community.

The project site is developed with the existing mostly unoccupied Parker Center building and associated parking. The site is located midblock on the block bounded by North Los Angeles Street to the west, East Temple Street to the north, Judge John Aiso Street to the east, and East 1st Street to the South.

Currently, vehicle access to the project site is provided along Los Angeles Street and Judge John Aiso Street. Entrances to existing on-site parking lots are located on both the western and eastern sides of the project site. The existing Parker Center building is accessible to pedestrians from its west-facing entrance on Los Angeles Street, though there is access to the property from the north, south, and east as well.

Surrounding Land Uses

The area surrounding the project site is densely developed with urban land uses. Surrounding land uses include public facilities, commercial (e.g., office and retail), transportation (e.g., buses, trains, and subways), and museums. In general, land uses surrounding the project site are public facilities, consisting mostly of civic service offices. No residential land uses are located adjacent to the project site.

Los Angeles City Hall is located approximately 500 feet to the northwest of the project site. The Metro Detention Center is also located to the northwest of the existing Parker Center building, and is set back from the building by approximately 80 feet. The City Hall East and City Hall South buildings, which are satellites of Los Angeles City Hall, are located west of the project site.

Los Angeles Union Station is located approximately 0.3 mile to the northeast. In addition, commercial land uses are located on the parcel across Judge John Aiso Street, which include restaurants, the Museum of Contemporary Art (MOCA), and the Japanese American National Museum.

The 911 Call Center is located southwest of Parker Center, and is set back by approximately 40 feet. A parking lot associated with the 911 Call Center occupies the remaining portions of the block to the southeast of the project site.

Several major roadways provide regional access to the project site. These roadways include: U.S. 101, approximately 0.2 mile to the north; Interstate 110 (I-110), approximately 0.9 mile to the west; and Interstate 5 (I-5), approximately 1 mile to the east. Figure 4.6-1 shows the existing project site and surrounding area.

4.6.3 Environmental Impact Analysis

4.6.3.1 Methodology

Potentially significant impacts to land use were identified by analyzing existing and planned land uses. Consistency with applicable regional and local plans and policies, including the City of Los Angeles General Plan, is also addressed. A variety of sources, including applicable general plans and zoning maps, were used to evaluate potential land use.

4.6.3.2 Thresholds of Significance

For the purposes of the analysis in this EIR, in accordance with Appendix G of the State CEQA Guidelines, the project alternatives would have a significant environmental impact under CEQA related to land use and planning if they would:

1. Physically divide an established community;
2. 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; or
3. Conflict with any applicable habitat conservation plan or natural community conservation plan.

In addition, the L.A. CEQA Thresholds Guide (2006) provides the following factors for determining the significance of impacts related to land use compatibility and consistency:

1. Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site;
2. Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans;
3. The extent of the area that would be impacted, the nature and degree of impacts, and the type of land uses within that area;
4. The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and
5. The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

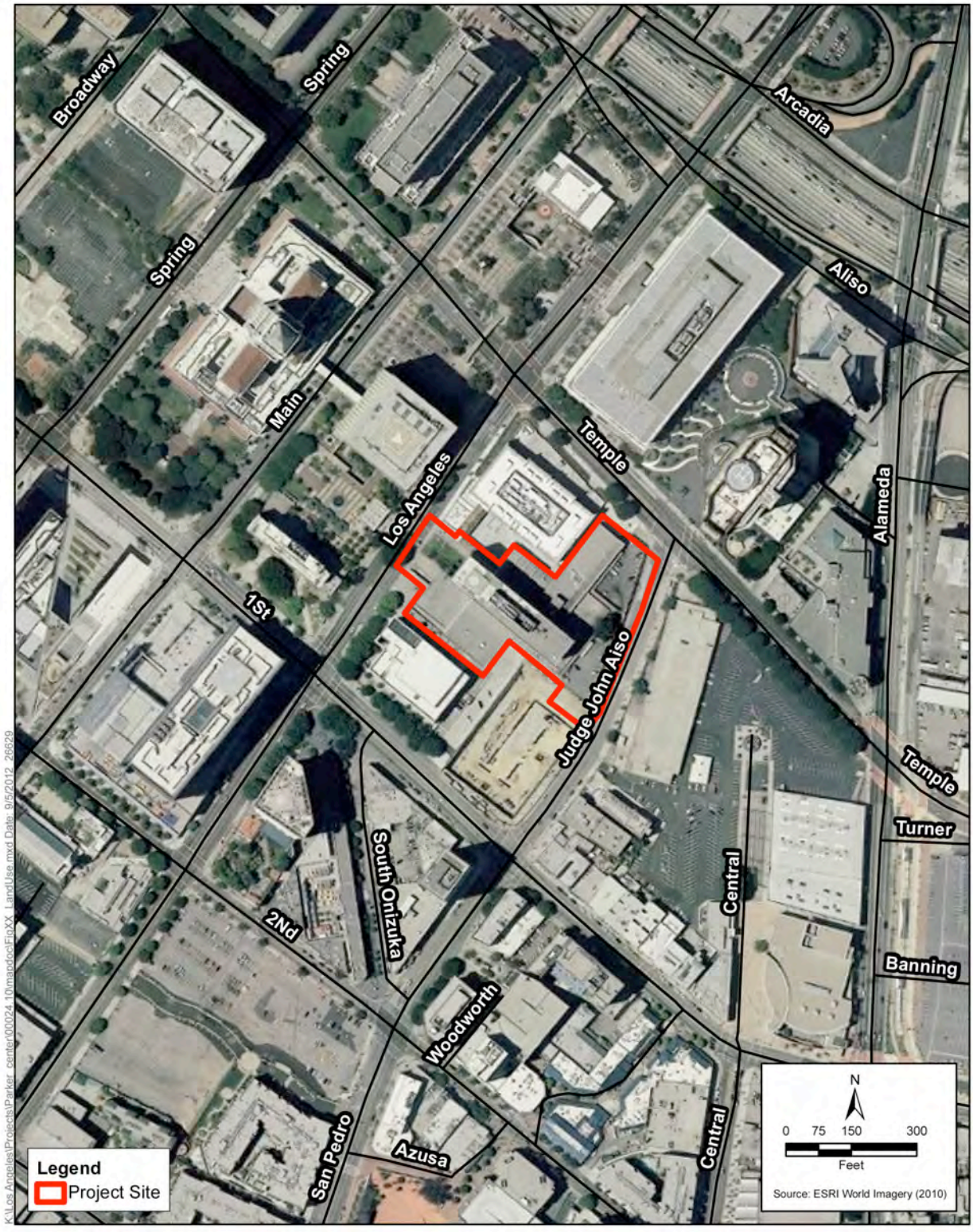


Figure 4.6-1
Aerial Photo of the Project Site and the Surrounding Area
LA Civic Building EIR

4.6.3.3 Construction Impacts

Alternative A – No Project

Division of an Established Community, and Conflict with Land Use Policies or Habitat Conservation Plan

This alternative assumes that the proposed project would not be implemented and existing conditions of the project site would remain. The project site is not located in a residential neighborhood or surrounded by residential uses. No construction activities would occur. No established community would be divided under this alternative. Therefore, no significant construction impacts related to community division or land use policies would occur under Alternative A.

Alternative B1 – Rehabilitation

Physical Division of an Established Community

Rehabilitation proposed under Alternative B1 would introduce retail, office, and childcare uses, in addition to associated improvements onto the site. The existing building exterior would remain largely unchanged, addressing the Secretary of the Interior Standards for Historic Structures guidelines. New fire/life safety improvements, including new fire sprinklers and fire alarm systems would be installed.

Specifically, a portion of the west side of the building's first floor would be converted into a childcare center that would be approximately 2,500 square feet with an additional open air play area adjacent to the first floor. On the east side of the building, on either side of the first-floor escalators, two spaces would be converted into retail space. In addition, a new open space, adjacent to the eastern entrance to the building from Judge John Aiso Street, would be constructed. This area would include landscaping, stairs, and escalators to the first floor lobby of the building as well as two retail spaces. Combined, the total amount of retail space would be approximately 10,000 square feet under this alternative. Additionally, this alternative may include construction of a tunnel from City Hall East to the Parker Center building. The tunnel would be approximately 290 feet in length. Any access disruptions would be temporary and would end once construction is completed. Proposed construction activities would not divide an established community. Therefore, no significant impact is anticipated to occur.

Conflict with Land Use Policies or Habitat Conservation Plan

Construction activities would follow all applicable City of Los Angeles regulations and guidelines, which would avoid conflicts with land use policies. No habitat conservation plan is applicable to the project site. Therefore, no significant impacts are anticipated to occur.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

Physical Division of an Established Community

Construction activities proposed under Alternative B2 would include demolition of the existing jail wing of the building and parking lot. This alternative would include the development of an 11-story addition that would include office space, retail space, underground parking. The existing remaining portions of the Parker Center building, would remain largely unchanged and would be rehabilitated.

Similar to Alternative B1, this alternative may include construction of a 290-foot-long tunnel, connecting City Hall East to the proposed expanded Parker Center building. Construction activities proposed under this alternative would not result in adverse construction land use impacts. Proposed demolition and construction activities would not divide an established community. Any access disruptions would be temporary and would end once construction is completed. No significant impact related to the division of an established community would occur during construction.

Conflict with Land Use Plans and Habitat Conservation Plan

No habitat conservation plan is applicable to the project site.

Alternative B3 – Demolition and Build

Physical Division of an Established Community

Alternative B3 would include complete demolition of the existing Parker Center building prior to the construction of Los Angeles Street Civic Building. Proposed construction activities may also include development of a 360-foot-long bridge from the southeast corner of the new building to the third floor of City Hall East or, alternatively, a tunnel similar to that described under Alternative B1. Construction activities proposed under this alternative would not result in adverse land use impacts. Proposed demolition and construction activities would not divide an established community as no residential uses would be affected during construction. Any access disruptions, such as lane closures, would be temporary and would end once construction is completed. No significant impact would occur.

Conflict with Land Use Plans and Habitat Conservation Plan

No adverse impacts to land use plans and policies would occur during construction activities.

4.6.3.4 Operational Impacts

Alternative A – No Project

Physical Division of an Established Community

Existing conditions of the project site would remain under this alternative and no land use changes would occur. No adverse operational impacts related to the physical division of an established community would occur under Alternative A.

Conflict with Land Use Plans and Habitat Conservation Plan

The vacant Parker Center building would remain in its existing condition under Alternative A. No changes to land uses would occur under this alternative. Implementation of this alternative would not result in conflicts with land use plans. No habitat conservation plan is applicable to the project site. Therefore, no significant impacts would occur.

Alternative B1 – Rehabilitation

Physical Division of an Established Community

Operation of Alternative B2 would include the rehabilitation and seismic retrofitting of the existing Parker Center building. The exterior of the existing structure would largely remain unchanged. A tunnel from City Hall East to the Parker Center building may be included under this alternative.

Land uses surrounding the project site are public facilities, consisting mostly of civic service offices and are zoned as such (PF-2D). In addition, commercially zoned (C4-2D) land uses are located on the parcel across Judge John Aiso Street, which supports restaurants, the Museum of Contemporary Art (MOCA), and the Japanese American National Museum. To the west of the project site, the City Hall East and City Hall South buildings are satellites of Los Angeles City Hall, which is located one block to the west.

Office, childcare, and retail land uses would be introduced onto the site under this alternative. The existing jail use would be converted to office space. No physical division of an established community would occur because Alternative B1 would not change or obstruct the existing land use patterns of the surrounding community. Therefore, no significant impact would occur.

Conflict with Land Use Plans and Habitat Conservation Plan

As shown in Table 4.6-1, Alternative B1 would be consistent with applicable regional and local plans and policies. Implementation of this alternative would adhere to all City of Los Angeles planning and zoning requirements. The project site is zoned PF-2D and designated Public Facilities by the City of Los Angeles General Plan. The proposed project would be consistent with land uses allowed under the Public Facilities zone. As stated in the Project Description (Chapter 3), the newly configured parking area under this alternative would include 137 spaces. This would require a parking variance from the City of Los Angeles. All requirements related to the parking variance would be adhered to under this alternative. No substantial adverse impact related to conflicts with land use plans would occur under operation of Alternative B1.

Table 4.6-1. Consistency with the Applicable Regional and Local Plans

2012 Regional Transportation Plan			
	Consistency By Build Alternative		
Goal	Alternative B1	Alternative B2	Alternative B3
Align the plan investments and policies with improving regional economic development and competitiveness.	Consistent. Alternative B1 would use an underutilized property and would improve customer service by consolidating city services that are dependent upon each other into one building that is in close proximity to other city services.	Consistent. Alternative B2 would use an underutilized property and would improve customer service by consolidating city services that are dependent upon each other into one building that is in close proximity to other city services.	Consistent. Alternative B3 would use an underutilized property and would improve customer service by consolidating city services that are dependent upon each other into one building that is in close proximity to other city services.
Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent. Alternative B1 would reduce travel time for city employees during the work day by relocating city staff closer to City Hall. It would also improve customer service by consolidating city services that are dependent upon each other into one building	Consistent. Alternative B2 would reduce travel time for city employees during the work day by relocating city staff closer to City Hall. It would also improve customer service by consolidating city services that are dependent upon each other into one building that is in proximity to	Consistent. Alternative B3 would reduce travel time for city employees during the work day by relocating city staff closer to City Hall. It would also improve customer service by consolidating city services that are dependent upon each other into one building

2012 Regional Transportation Plan			
	Consistency By Build Alternative		
Goal	**Alternative B1**	**Alternative B2**	**Alternative B3**
	that is in close proximity to other city services. A tunnel from City Hall East to the Parker Center building is included under this alternative, which would encourage walking.	other city services. A tunnel from City Hall East to the expanded Parker Center building is included under this alternative, which would encourage walking.	that is in close proximity to other city services. The proposed bridge or tunnel from City Hall East to the new Los Angeles Street Civic Building would encourage walking.
Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent. Alternative B1 would reduce travel time for city employees during the work day by relocating city staff closer to City Hall. It would also improve customer service by consolidating city services that are dependent upon each other into one building that is in close proximity to other city services.	Consistent. Alternative B2 would reduce travel time for city employees during the work day by relocating city staff closer to City Hall. It would also improve customer service by consolidating city services that are dependent upon each other into one building that is in close proximity to other city services.	Consistent. Alternative B3 would reduce travel time for city employees during the work day by relocating city staff closer to City Hall. It would also improve customer service by consolidating city services that are dependent upon each other into one building that is in close proximity to other city services.

City of Los Angeles Central City Community Plan			
	Consistency by Build Alternative		
Policy	**Alternative B1**	**Alternative B2**	**Alternative B3**
Policy 2-2.1 Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both the labor force, and businesses.	Consistent. This alternative would introduce retail land uses onto the project site.	Consistent. This alternative would introduce retail land uses onto the project site.	Consistent. This alternative would introduce retail land uses onto the project site.
Policy 4-2.1 To foster physical and visual links between a variety of open spaces and public spaces Downtown.	Consistent. Alternative B1 would include an open space plaza. The proposed tunnel would also provide a physical link between City Hall East and the Parker Center building. As stated in Chapter 6, Other Environmental Considerations, impacts to neighboring parks would not occur under Alternative B1.	Consistent. Alternative B2 would provide landscaping and open space. The proposed tunnel would also provide a physical link between City Hall East and the expanded Parker Center building. In addition, as stated in Chapter 6, Other Environmental Considerations, impacts to neighboring parks would not occur under Alternative B2.	Consistent. Alternative B3 would develop two buildings that would be constructed around a landscaped public open space, which would cross through the center of the block providing a connection between Los Angeles Street and Judge John Aiso Street This would provide a connection to the Civic Center land uses to the northwest and to the Little Tokyo

City of Los Angeles Central City Community Plan			
	Consistency by Build Alternative		
Policy	**Alternative B1**	**Alternative B2**	**Alternative B3**
			community to the southeast. The proposed bridge or tunnel from City Hall East to the new Los Angeles Street Civic Building would provide a physical and visual link between the buildings. In addition, as stated in Chapter 6, Other Environmental Considerations, impacts to neighboring parks would not occur under Alternative B3.
Policy 4-4.1 Improve Downtown's pedestrian environment in recognition of its important role in the efficiency of Downtown's transportation and circulation systems and in the quality of life for its residents, workers, and visitors.	Consistent. Implementation of Alternative B1 would locate office, retail, parking, and open space in the Central City area and would provide City services to the community. A proposed tunnel from City Hall East to the Parker Center building would help improve pedestrian environment. The project site is in close proximity to transit stops as described in Section 4.8, Traffic and Transportation. The project site is also close to museums, City Hall.	Consistent. Similar to Alternative B1, Alternative B2 would locate office, retail, parking, and open space in the Central City area and would provide City services to the community. A proposed tunnel from City Hall East to the expanded Parker Center building would help improve pedestrian environment. The project site is in close proximity to transit stops as described in Section 4.8, Traffic and Transportation. The project site is also close to museums, City Hall.	Consistent. Similar to Alternative B1, Alternative B3 would locate office, retail, parking, and open space in the Central City area and would provide City services to the community. The proposed bridge or tunnel from City Hall East to the new Los Angeles Street Civic Building would help improve pedestrian environment. The project site is in close proximity to transit stops as described in Section 4.8, Traffic and Transportation. The project site is also close to museums, City Hall.
Policy 10-2.1 Clearly designate those historic buildings that should be preserved and prioritized for available funding. Encourage both their rehabilitation and/or adaptive reuse and the development of adjacent available sites.	Consistent. Alternative B1 would rehabilitate the existing Parker Center Building in accordance with the Secretary of the Interior's Standards. The rehabilitated building would support office and retail space.	Consistent. Under Alternative B2, the north side of Parker Center building, including encompassing the existing jail and underground parking lot would be demolished and replaced with an 11-story addition. Similar to Alternative B1, the remainder of the building would be	Not Consistent. Under Alternative B3, the entire existing Parker Center building would be demolished. In its place, two buildings, a "North Tower" to the north and a "South Tower" to the south consisting of an office tower located just south of the Metro Detention Center , and

City of Los Angeles Central City Community Plan			
	Consistency by Build Alternative		
Policy	**Alternative B1**	**Alternative B2**	**Alternative B3**
		rehabilitated in accordance with the Interior's Standards.	an "amenity building," located just north of the 911 Call Center.
Policy 10-2.6 Encourage the reuse of historic buildings as live/work offices, housing, retail, and educational facilities.	Consistent. Alternative B1 would rehabilitate the existing Parker Center Building in accordance with the Secretary of the Interior's Standards. The rehabilitated building would support office and retail space.	Consistent. Under Alternative B2, the north side of Parker Center building, including encompassing the existing jail and underground parking lot would be demolished and replaced with an 11-story addition. Similar to Alternative B1, the remainder of the building would be rehabilitated in accordance with the Interior's Standards.	Not Consistent. Under Alternative B3, the entire existing Parker Center building would be demolished. In its place, two buildings, a "North Tower" to the north and a "South Tower" to the south consisting of an office tower located just south of the Metro Detention Center , and an "amenity building," located just north of the 911 Call Center.
Policy 10-2.7 Utilize historic buildings to accommodate office space within the Civic Center boundaries.	Consistent. Alternative B1 would rehabilitate the existing Parker Center Building in accordance with the Secretary of the Interior's Standards. The rehabilitated building would support office and retail space.	Consistent. Under Alternative B2, the north side of Parker Center building, including encompassing the existing jail and underground parking lot would be demolished and replaced with an 11-story addition. Similar to Alternative B1, the remainder of the building would be rehabilitated in accordance with the Interior's Standards.	Not Consistent. Under Alternative B3, the entire existing Parker Center building would be demolished. In its place, two buildings, a "North Tower" to the north and a "South Tower" to the south consisting of an office tower located just south of the Metro Detention Center , and an "amenity building," located just north of the 911 Call Center.
Policy 10-2.8 Encourage the location of new government uses in historic buildings within the Civic Center boundaries.	Consistent. Alternative B1 would rehabilitate the existing Parker Center Building in accordance with the Secretary of the Interior's Standards. The rehabilitated building would support office and retail space.	Consistent. Under Alternative B2, the north side of Parker Center building, including encompassing the existing jail and underground parking lot would be demolished and replaced with an 11-story addition. Similar to Alternative B1, the remainder of the building would be rehabilitated in accordance with the Interior's Standards.	Not Consistent. Under Alternative B3, the entire existing Parker Center building would be demolished. In its place, two buildings, a "North Tower" to the north and a "South Tower" to the south consisting of an office tower located just south of the Metro Detention Center , and an "amenity building," located just north of the 911 Call Center.
Source: SCAG 2012 RTP, City of Los Angeles Central City Community Plan.			

Alternative B2 – Partial Demolition, Rehabilitation and Addition

Physical Division of an Established Community

Impacts would be similar to those anticipated to occur under Alternative B1. Significant impacts resulting in the physical division of an established community would not occur.

Conflict with Land Use Plans and Habitat Conservation Plan

Similar to Alternative B1, this alternative would adhere to all applicable City of Los Angeles planning and zoning requirements. Additionally, as shown in Table 4.6.1, Alternative B2 would be consistent with applicable regional and local plans. No significant impacts resulting in conflicts with land use plans or a habitat conservation plan would occur under operation of Alternative B2.

Alternative B3– Demolition and Build

Physical Division of an Established Community

Impacts would be similar to those anticipated to occur under Alternative B1. Significant impacts resulting in the physical division of an established community would not occur.

Conflict with Land Use Plans and Habitat Conservation Plan

Similar to Alternative B1, this alternative would adhere to all applicable City of Los Angeles planning and zoning requirements and approvals. As shown in Table 4.6.1, Alternative B2 would be consistent with most applicable policies. However, this alternative would not be consistent with the four applicable policies in the Community Plan that address the reuse of historic buildings, which would result in a significant impact. Additional information regarding the impact of this alternative on historic resources is presented in Section 4.3, Cultural Resources.

4.6.4 Mitigation Measures

No impacts to land use and planning would occur under any of the alternatives. Therefore, no mitigation measures are required.

4.6.5 Significant Unavoidable Adverse Impacts

Alternative B3 would not be consistent with the policies in the Central City Community Plan that address the reuse of historic buildings, which would result in a significant and unavoidable land use impact. None of the other alternatives would result in significant unavoidable impacts to land use and planning.

4.6.6 Cumulative Impacts

The study area for the cumulative impacts analysis includes the project site and the Civic Center and Little Tokyo neighborhoods. Alternatives B1 and B2 would not result in any impacts related to consistency with land use plans and, therefore, would not contribute to cumulative impacts.

With respect to Alternative B3, any related projects that would involve the demolition of historic structures, including the removal of the historic parking structure on the east side of Judge John Aiso Street to support the future development of the Art Park, would have the potential to result in

cumulatively considerable impacts related to consistency with land use policies that address the preservation or reuse of historic resources. Therefore, the proposed project and the recent and foreseeable projects in the study area would make a cumulatively considerable contribution to a significant cumulative effect related to land use under Alternative B3.

4.7 Noise and Vibration

This section provides an overview of the existing noise environment, applicable plans and policies, and evaluates the potential for noise impacts associated with the project alternatives. Appendix C to this Draft EIR includes relevant noise data used to analyze impacts used in this analysis.

4.7.1 Existing Conditions

Noise Fundamentals

Generally, **noise** is unwanted sound.

It may be loud, unpleasant, unexpected, or undesired sound typically associated with human activity that interferes with or disrupts the normal noise-sensitive ongoing activities of others. The objectionable nature of noise can be caused by its pitch or its loudness. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (*frequency*) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is the amplitude of sound waves combined with the reception characteristics of the ear. Amplitude may be compared with the height of an ocean wave. Technical acoustical terms commonly used in this section are defined in Table 4.7-1.

Decibels and Frequency

In addition to the concepts of pitch and loudness, there are several noise measurement scales used to describe noise. The decibel is a unit of measurement, which indicates the relative amplitude of sound. Zero on the decibel scale is based on the lowest sound pressure that a healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, 30 dB is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its level. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness over a wide range of amplitudes. Because decibels are logarithmic units, sound pressure levels are not added arithmetically. When two sounds of equal sound pressure level are added, the result is a sound pressure level that is 3 dB higher. For example, if the sound level were 70 dB when 100 cars pass an observer, then it would be 73 dB when 200 cars pass. Doubling the amount of energy would result in a 3 dB increase to the sound level. Overall noise levels will not change appreciably when a noise source is added to a relatively louder noise source. For example, if a 60 dB noise source is added to a 70 dB noise source, a noise level of 70.4 dB would result. Frequency relates to the number of pressure oscillations per second, or Hertz. The range of sound frequencies that can be heard by healthy human ears is from about 20 Hz at the low frequency end to 20,000 Hz (20 kilohertz [kHz]) at the high frequency end.

There are several methods for characterizing sound. The most common is the A-weighted sound level or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Studies have shown that the A-weighted level is closely correlated with annoyance to traffic noise. Other frequency weighting networks, such as C weighting or dBC, have been devised to describe noise levels for specific types of noise (e.g., explosives). Table 4.7-2 shows typical A-weighted noise levels that occur in human environments.

Table 4.7-1. Definitions of Acoustical Terms

Term	Definition
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micro Pascals in air). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency (Hertz [Hz])	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 and 20,000 Hz. Infrasonic sounds are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average A-weighted noise level during the measurement period. The hourly L_{eq} used for this report is denoted as dBA $L_{eq[h]}$.
Community Noise Equivalent Level (CNEL)	The average A-weighted noise level during a 24-hour day, obtained after the addition of 5 dB to sound levels in the evening from 7 p.m. to 10 p.m. and after the addition of 10 dB to sound levels in the night between 10 p.m. and 7 a.m.
Day/Night Noise Level (L_{dn})	The average A-weighted noise level during a 24-hour day, obtained after the addition of 10 dB to levels measured in the night between 10 p.m. and 7 a.m.
L_1, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1, 10, 50, and 90% of the time during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.
Source: Harris 1991.	

Table 4.7-2. Typical Noise Levels in the Environment

Noise Level dBA	Extremes	Home Appliances	Speech at 3 Feet	Motor Vehicles at 50 Feet	General Type of Community Environment
120	Jet aircraft at 500 feet				
110		Chain saw			
100		Power lawnmower		Diesel truck (not muffled)	
90		Shop tools	Shout	Diesel truck (muffled)	
80		Blender	Loud voice	Automobile at 70 mph	Major metropolis
70		Dishwasher	Normal voice	Automobile at 40 mph	Urban (daytime)
60		Air-conditioner	Normal voice (back to listener)	Automobile at 20 mph	Suburban (daytime)
50					
40		Refrigerator			Rural (daytime)
	Threshold of hearing				

Source: Harris Miller Miller & Hanson, Inc. (2003).

Noise Descriptors

Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations is utilized. L_{eq} is the energy-mean A-weighted sound level present or predicted to occur during a specified interval. It is the equivalent constant sound level that a given source would need to produce to equal the fluctuating level of measured sound. It is often desirable to also know the range of acoustic levels of the noise source being measured. This is accomplished through the L_{max} and L_{min} noise descriptors. They represent the root-mean-square maximum and minimum obtainable noise levels measured during the monitoring interval. The L_{min} value obtained for a particular monitoring location represents the quietest moment occurring during the measurement period and is often called the acoustic floor for that location. Likewise, the loudest momentary sound during the measurement is represented by the L_{max}. The L_{max} is often described as the loudest 1-second period during the averaging period. To describe the time-varying character of environmental noise, the statistical noise descriptors L_{10}, L_{50}, and L_{90} (or other percentile values) may be used. They are the noise levels equaled or exceeded 10, 50, and 90%, respectively, of the time during the measured interval. The percentile descriptors are most commonly found in nuisance noise ordinances to allow for different noise levels for various portions of an hour. For example, the L_{50} value would represent 30 minutes of an hour period, the L_{25} would be associated with 15 minutes of an hour, and so on. Two metrics describe the 24-hour average, L_{dn} and CNEL. Both include penalties for noise during the nighttime, and CNEL also penalizes noise during the evening. CNEL and L_{dn} are normally within 1 dBA of each other and are used interchangeably in this section. L_{dn} and CNEL are approximately equal to the L_{eq} peak hour under normal traffic conditions (Caltrans 2006).

Human Response to Noise

Noise-sensitive receptors (also called "receivers") are locations where people reside or where the presence of unwanted sound may adversely affect the use of the land.

Noise-sensitive receptors typically include residences, hospitals, schools, guest lodging, libraries, and certain types of passive recreational uses.

Studies have shown that, under controlled conditions in an acoustics laboratory, a healthy human ear is able to discern changes in sound levels of 1 dBA. In the normal environment, changes in noise level of 3 dBA are considered just noticeable to most people. A change of 5 dBA is readily perceptible and a change of 10 dBA is perceived as being twice as loud.

Noise and Health

A number of studies have linked increases in noise with health effects, including hearing impairment, sleep disturbance, cardiovascular effects, psychophysiological effects, and potential impacts on fetal development (Babisch 2005). Potential health effects appear to be caused by both short- and long-term exposure to very loud noises and long-term exposure to lower levels of sound. Acute sounds of LAF> 120 dB can cause mechanical damage to hair cells of the cochlea (the auditory portion of the inner ear) and hearing impairment (Babisch 2005).[1] An LAF greater than 120 dB is equivalent to a rock concert or a plane flying overhead at 984 feet.

The World Health Organization and the EPA consider L_{eq} = 70 dB(A) to be a safe daily average noise level for the ear. However, even this "ear-safe" level may cause disturbance to sleep and concentration and may be linked to chronic health impacts such as hypertension and heart disease (Babisch 2006).

A number of studies have looked at the potential health effects from the sound of chronic lower noise levels, such as traffic, especially as these noise levels affect children. In a study of school children in Germany, blood pressure was found to be 10 mmHg (millimeter of mercury) higher in a group of students exposed to road traffic noise from high traffic transit routes (Babisch 2006). A study by Kawada (2004) showed that, in pregnant women, exposure to airplane noise was found to be associated with decreased fetal body weight.

Sound Propagation

When sound propagates over a distance, it changes in both level and frequency content. The manner in which noise is reduced with distance depends on the following important factors:

- **Geometric spreading.** In the absence of obstructions, sound from a single source (i.e., a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. Highway noise is not a single stationary point source of sound. The movement of vehicles on a highway makes the source of the sound appear to emanate from a line (i.e., a "line" source) rather than from a point. This results in cylindrical spreading rather than the spherical spreading resulting from a point source. The change in sound level from a line source is 3 dBA per doubling of distance.

[1] LAF = Sound level with "A" Frequency weighting and Fast Time weighting.

- **Ground absorption**. Usually the noise path between the source and the observer is very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation because of geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is done for simplification only; for distances of less than 200 feet, prediction results based on this scheme are sufficiently accurate. For acoustically "hard" sites (i.e., sites with a reflective surface, such as a parking area or a smooth body of water, between the source and the receiver), no excess ground attenuation is assumed. For acoustically absorptive or "soft" sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. When added to the geometric spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dBA per doubling of distance for a line source and 7.5 dBA per doubling of distance for a point source.
- **Atmospheric effects**. Research by Caltrans and others has shown that atmospheric conditions can have a major effect on noise levels. Wind has been shown to be the single most important meteorological factor within approximately 500 feet, whereas vertical air temperature gradients are more important over longer distances. Other factors, such as air temperature, humidity, and turbulence, also have major effects. Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lower noise levels. Increased sound levels can also occur because of temperature inversion conditions (i.e., increasing temperature with elevation).
- **Shielding by natural or human-made features**. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction. A higher barrier may provide as much as 20 dB of noise reduction.

4.7.2 Environmental Vibration Fundamentals

Groundborne vibration is a small, rapidly fluctuating motion transmitted through the ground.

The strength of groundborne vibration diminishes (or attenuates) fairly rapidly over distance. Some soil types transmit vibration quite efficiently; other types (primarily sandy soils) do not. There are several basic measurement units commonly used to describe the intensity of ground vibration. The descriptors used by the Federal Transit Administration (FTA)[2] are peak particle velocity (PPV), in units of inches per second and the velocity decibel (VdB). The calculation to determine PPV at a given distance is:

[2] FTA noise descriptors were used because they are relevant techniques for construction-related projects in that they allow for quantifiable analysis of construction activities.

$PPV_{distance} = PPV_{ref}*(25/D)^{1.5}$

where

$PPV_{distance}$ = the peak particle velocity in inches/second of the equipment adjusted for distance,

PPV_{ref} = the reference vibration level in inches/second at 25 feet, and

D = the distance from the equipment to the receiver.

The velocity parameter (instead of acceleration or displacement) best correlates with human perception of vibration. Thus, the response of humans, buildings, and sensitive equipment to vibration is described in this section in terms of the root-mean square (RMS) velocity level in VdB units relative to one micro-inch per second. As a point of reference, the average person can just barely perceive vibration velocity levels below 70 VdB (typically in the vertical direction). The calculation to determine vibration level at a given distance is:

$L_v(D) = L_v(25\ feet) - 30*\log(D/25)$

where

$L_v(D)$ = the vibration level at the receiver,

$L_v(25\ feet)$ = the reference source vibration level, and

D = the distance from the vibration activity to the receiver.

A comparison of common groundborne vibration levels is shown on Figure 4.7-1. Typical background vibration levels are between 50 and 60 VdB, whereas the levels for minor cosmetic damage to fragile buildings or blasting are generally in the range of 100 VdB (FTA 2006).

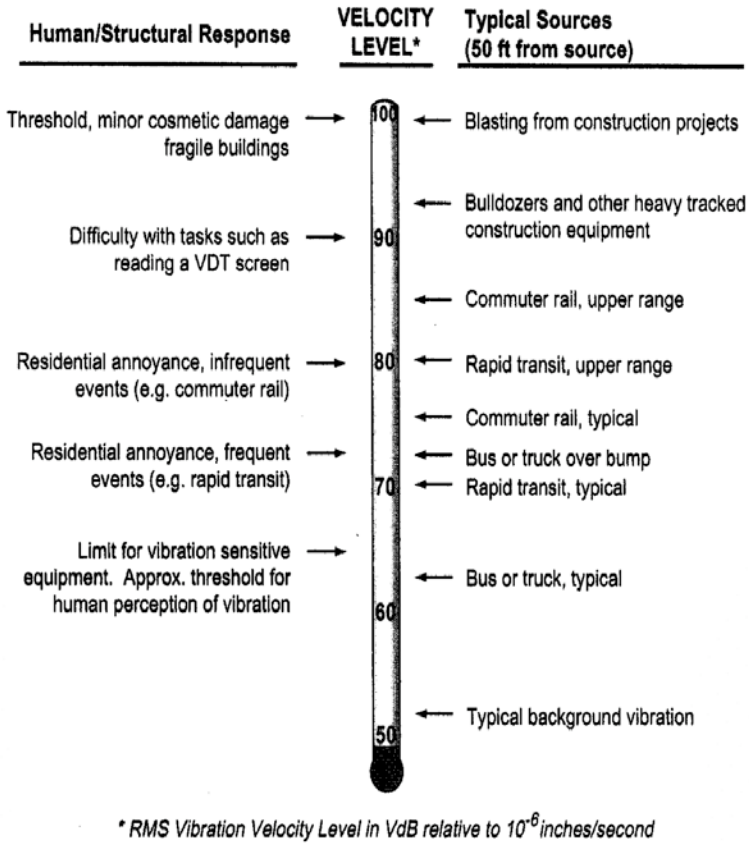
Vibration Sensitive Land Uses

The FTA *Transit Noise and Vibration Impact Assessment*, prepared in 2006, designates the criteria for acceptable groundborne vibration. The following vibration categories are from that report.

Vibration Category 1 – High Sensitivity. Category 1 includes buildings where vibration would interfere with internal operations, including levels that may be well below those associated with human annoyance. Concert halls and other special-use facilities are covered separately in Table 8-2 at the end of Appendix F of the *Transit Noise and Vibration Impact Assessment*. Typical land uses covered by Category 1 are vibration-sensitive research and manufacturing, hospitals with vibration-sensitive equipment, and university research operations. The degree of sensitivity to vibration depends on the specific equipment affected by the vibration. Equipment, such as electron microscopes and high resolution lithographic equipment can be very sensitive to vibration, and even normal optical microscopes will sometimes be difficult to use when vibration is well below the human annoyance level. Manufacturing of computer chips is another example of a vibration-sensitive process.

The vibration limits for Category 1 are based on acceptable vibration for moderately vibration-sensitive equipment, such as optical microscopes and electron microscopes with vibration isolation systems. Defining limits for equipment that is more sensitive requires a detailed review of the specific equipment involved. This type of review is usually performed during the detailed analysis associated with the final design phase and not as part of the environmental impact assessment.

Figure 4.7-1. Common Groundborne Vibration Levels



Source: FTA 2006.

Note that this category does not include most computer installations or telephone switching systems. Although their owners often are very concerned about the potential for groundborne vibration to interrupt operations, it is rare for computer or other electronic equipment to be particularly sensitive to vibration. Most such equipment is designed to operate in typical building environments where the equipment may experience occasional shock from bumping and continuous background vibration caused by other equipment.

Vibration Category 2 – Residential. This category covers all residential land uses and any buildings where people sleep, such as hotels and hospitals. No differentiation is made between different types of residential areas, primarily because groundborne vibration and noise are experienced indoors and building occupants have practically no means to reduce their exposure. Even in a noisy urban area, the bedrooms often will be quiet in buildings that have effective noise insulation and tightly closed windows.

Vibration Category 3 – Institutional. Vibration Category 3 includes schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference. Although it is generally appropriate to include office buildings in this category, it is not appropriate to include all buildings that have any office space. For example, most industrial buildings have office space, but it is not intended that buildings primarily for industrial use be included in this category (FTA 2006).

4.7.3 Regulatory Setting

Federal Standards

There are no federal noise standards for the construction or operation of a project of this type.

State Regulations

California requires each local government entity to perform noise studies and implement a noise element as part of its general plan. State land use guidelines for evaluating the compatibility of various land uses as a function of community noise exposure are presented below under Local Regulations and Standards.

Local Regulations and Standards

The proposed project is within the jurisdiction of the City of Los Angeles. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise sensitive land uses.

Los Angeles Noise Ordinance (Municipal Code)

Chapter IV Article 1 Section 41.40 of the Los Angeles Municipal Code specifies hours allowed for construction activities. The Los Angeles Noise Ordinance states:

> No person shall, between the hours of 9:00 p.m. and 7:00 a.m. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power driven drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code (City of Los Angeles 2004b).

The Noise Ordinance also 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 from construction and industrial machinery is prohibited. However, the above noise limitation does not apply where compliance is technically infeasible (City of Los Angeles 2004b).

City of Los Angeles Noise Element

The City of Los Angeles General Plan Noise Element establishes standards for exterior sound levels based on land use categories. The noise element states that the maximum acceptable outdoor noise exposure-level for residential, hospital, and school zones is 65 dBA CNEL and that silencers and mufflers on intake and exhaust openings for all construction equipment are required. Table 4.7-3 summarizes the City's noise compatibility guidelines (City of Los Angeles 1999).

Table 4.7-3. City of Los Angeles Guidelines for Noise Compatible Land Use

	Day-Night Average Exterior Sound Level (CNEL dB)						
Land Use Category	**50**	**55**	**60**	**65**	**70**	**75**	**80**
Residential Single-Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Amphitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

Notes:
A = Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.
C = Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.
N = Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.
U = Clearly unacceptable. New construction or development generally should not be undertaken.

Source: City of Los Angeles. Los Angeles City General Plan, Noise Element, 1999.

4.7.4 Environmental Setting

Short-term noise measurements were taken at four measurement sites on and surrounding the project site to establish the existing ambient noise environment.

Noise measurements were taken on Tuesday, July 31, 2012, by an ICF acoustical engineer using a Larson Davis Model 812 type 1 sound level meter (meter). Each measurement lasted 15 minutes and was conducted with the meter mounted on a tripod with a wind screen to reduce the effects of wind-related interference. A Larson Davis Cal 200 was used to verify the calibration of the meter before and after each measurement. Noise metrics including L_{eq}, L_{min}, L_{max}, L_{10}, L_{50}, and L_{90} noise descriptors were recorded after each measurement. Weather conditions at the time of the measurements were recorded along with existing noise sources surrounding the measurement locations. The existing measured noise data is summarized below in Table 4.7-4 with mapped locations shown in Figure 4.7-2.

Noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries, and certain types of passive recreational uses. Noise levels and noise sources at the time of noise measurements were typical of a developed downtown urban area. Noise sources included traffic along local roadways, people walking and talking along local sidewalks, and periodic aircraft flyovers. Noise sensitive land uses near the project site include the following:

Table 4.7-4. Short-Term Noise Measurement Data (dBA)

Site	Location	Date (M/D/Yr)	Time	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}
ST-1	On the project site	7/31/2012	10:05 AM	65.5	75.3	55.0	59.0	63.5	68.6
ST-2	Park along 201 North Los Angeles Street	7/31/2012	10:45 AM	62.8	77.3	58.3	59.2	61.0	65.1
ST-3	Sarkura Crossings Apartments	7/31/2012	12:05 PM	64.7	76.3	53.9	55.7	61.8	68.6
ST-4	Higashi Honganti Buddhist Temple and Child Development Center	7/31/2012	12:45 PM	67.0	81.8	51.9	56.6	63.6	70.9

Source: ICF 2012

- Parks;
- A Day Care;
- Apartment complexes; and
- Outdoor seating areas for restaurants.

A brief description of noise measurement location and the respective noise sensitive land use measured is listed below and shown in Figure 4.7-2.

ST-1 – Project Site: Noise sensitive receiver in the vicinity of measurement location ST-1 include sitting areas along the southeastern corner of the intersection of Judge John Aiso street and 1st street. Other sensitive receivers located in the general vicinity of ST-1 include a day care (labeled MR-1 on Figure 4.7-2) located across Los Angeles Street to the west of the project site. This day care would be similar in nature acoustically to measurement location ST-1. Noise sources in the area included traffic along Judge John Aiso and 1st Streets and pedestrians walking along 1st street.

ST-2 – Park located at the intersection of Temple and Los Angeles Street: Noise sensitive receivers in the vicinity include the park and pedestrians that frequent the park. The main noise sources during the time of measurement were traffic along Temple and Los Angeles Streets, periodic aircraft flyovers, and pedestrians walking within the park.

ST-3 – Apartments and outside eating area: Noise sensitive receivers located in the vicinity of measurement location ST-3 include exterior balconies of the Sakura Crossings apartment complex and an outside eating area of a local restaurant. The main noise sources during the time of measurement were traffic along San Pedro Street, periodic aircraft flyovers, and pedestrians walking along the sidewalk.

ST-4 – Buddhist Temple and Child Development Center: Noise sensitive receivers located in the vicinity of measurement location ST-4 include the Higashi Honganti Buddhist Temple, which also include a child development center. The main noise sources during the time of measurement were traffic along 4th Street and pedestrians along the sidewalk.

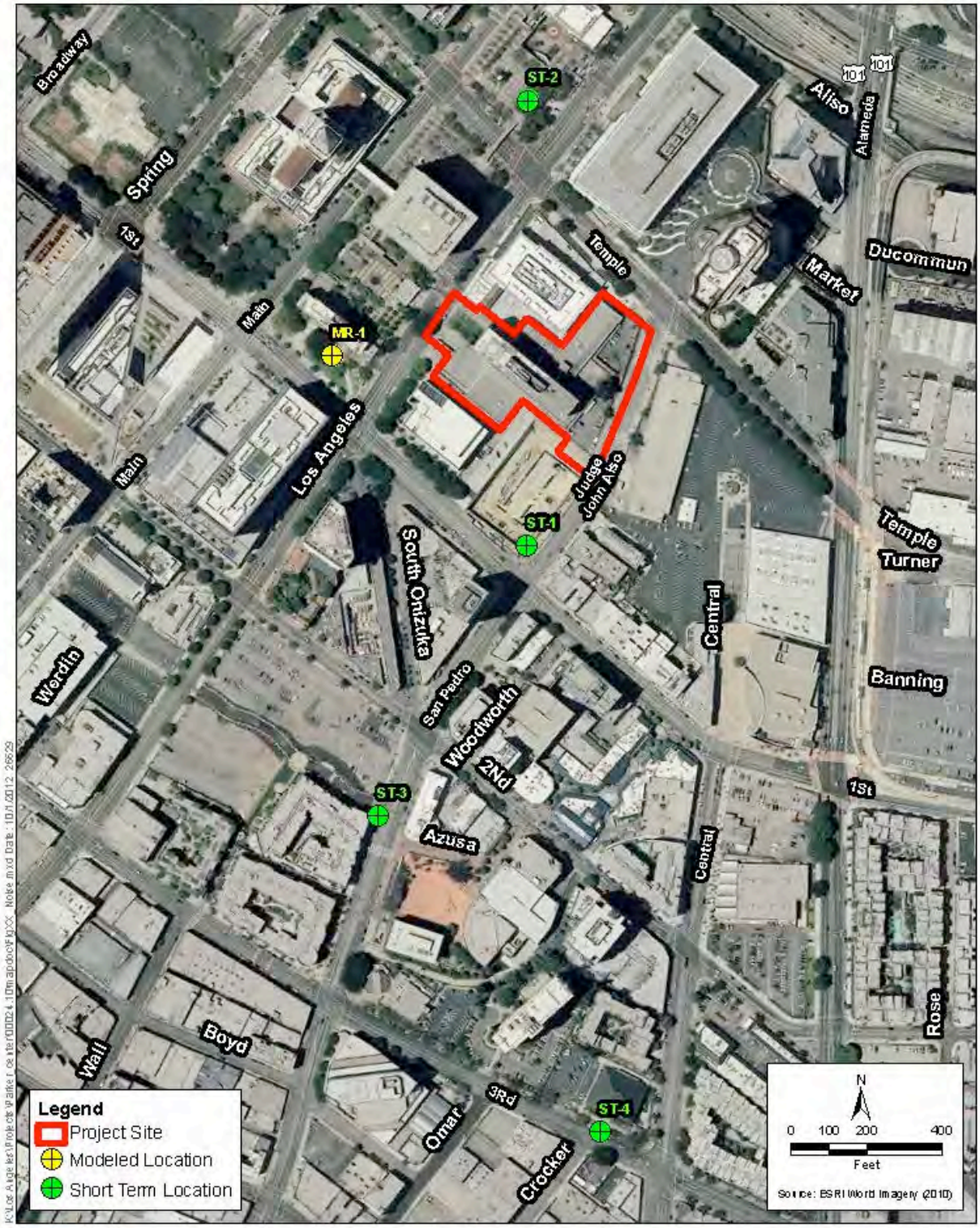


Figure 4-7.2
Noise Measurement and Modeling Locations
LA Civic Building EIR

Source: ICF International, 2012.

4.7.5 Environmental Impact Analysis

4.7.5.1 Methodology

Construction Noise

Hourly average construction noise levels were estimated based on the types of equipment proposed to be on site during construction of the proposed project. Noise sources included equipment such as loaders, dozers, excavators, trucks, and other equipment. Table 4.7-9 shows the construction equipment used during all phases of construction. The noise levels from construction were broken into phases, and specific construction equipment were input into the Roadway Construction Noise Model (RCNM) to analyze construction noise levels. The RCNM uses the construction equipment type, calculated industry load factor for operation time, distance, and user-defined shielding to calculate noise levels from construction. As a conservative estimate, no shielding was assumed. The construction noise level model assumes that all construction equipment is running simultaneously and, therefore, represents a conservative estimate.

Potential vibration associated with construction was modeled using the FTA's guidance manual entitled *Transit Noise and Vibration Impact Assessment*. (FTA 2006) Construction vibration thresholds were based on the Caltrans *Transportation- and Construction-Induced Vibration Guidance Manual* (Caltrans 2004).

Ground-borne vibration typically decreases rapidly with distance. As referenced above, the equation for attenuation of vibration is $PPV_{distance} = PPV_{ref}*(25/D)^{1.5}$, where PPV_{ref} is the reference vibration level at a distance of 25 feet from the source, and D is the distance to the receiver. Because neither the state nor the local municipalities maintain regulatory standards for vibration sources, potential structural damage and human annoyance associated with vibration from construction activities were evaluated based on California Department of Transportation (Caltrans) vibration limits (Table 4.7-8). A vibration level of 0.10 inches per second PPV was used to evaluate impacts on nearby receptors since this level represents the boundary between barely perceptible and distinctly perceptible vibration, as recognized by Caltrans and others.

Operational Noise

Operational traffic noise associated with the alternatives were assessed using the FHWA's Traffic Noise Model (TNM®), which is a computer program for highway traffic noise prediction and analysis. The parameters for estimating vehicular traffic noise were: the typical distance between roadway centerline and receiver; typical AM/PM peak-hour traffic volumes provided by the proposed project's traffic study (Appendix D to this Draft EIR); posted speed limits; and percentages of automobiles, medium trucks, buses, motorcycles, and heavy trucks and site conditions (terrain or structural shielding and ground propagation characteristics) (FHWA 2004).

The traffic study provided turn movements for the existing conditions and the alternatives. PM peak hour was used because the PM peak traffic volumes were higher than the AM peak traffic volumes. The TNM model output is in the form of peak noise hour L_{eq}. To analyze the proposed project traffic-related CNEL, the peak hour noise values were input into a spreadsheet, which uses typical daily traffic flows to convert to equivalent CNEL noise levels.

4.7.5.2 Thresholds of Significance

The following significance criteria are from Appendix G of the State CEQA Guidelines and provide the basis for determining significance of impacts associated with noise and vibration resulting from the proposed project. Impacts are considered significant if the project would result in any of the following:

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;
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
5. 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; or
6. 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.

The L.A. CEQA Thresholds Guide (2006) provides additional guidance for determining the significance of noise impacts. Based upon the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on noise levels if:

1. Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;
2. Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; and
3. Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.
4. For operational noise, a project would normally have a significant impact on noise levels if the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in Community Noise Equivalent Level (CNEL) to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase. For office building uses, the "normally unacceptable" noise level is above 75 CNEL decibels.

4.7.5.3 Impacts

Construction Impacts

Alternative A – No Project

Under the No Project Alternative, the existing noise environment would not change, and construction would not occur. Therefore, no established standard or temporary or periodic increase in the ambient noise environment would occur. Alternative A would also not result in vibration-related impacts as the existing vibration environment would not change.

Alternative B1 – Rehabilitation

Under Alternative B1, the existing noise and vibration environment would remain largely the same. Construction equipment would include hand held tools, which would be used in the interior of the existing building. The only large piece of construction equipment would be concrete pumps trucks used to construct concrete shear walls and material delivery trucks. Noise from construction activity associated with Alternative B1 is presented in Table 4.7-5.

Construction equipment for this alternative was analyzed using the Roadway Construction Noise Model (RCNM). In most cases, the equipment represented in Table 4.7-5 was referenced in the RCNM construction equipment list; however, in a few cases, equipment was not listed in the RCNM list. In these cases similar equipment was substituted from the RCNM construction list.

Table 4.7-5. Construction Equipment List – Alternative B1

Construction Phase	Construction Equipment[1] (number of pieces)	Construction Equipment Noise at a Distance of 50 feet[2] (dBA L_{eq})
Building Construction	Concrete Pump Truck	85
	Haul Trucks	85

[1] Lists same or similar construction equipment as provided by applicant.

[2] At a distance of 50 feet.

Source: Project applicant using RCNM 2008 available construction equipment listing.

Noise levels during construction at each noise receiver site are presented in Table 4.7-6. The information in Table 4.7-6 indicates that the overall loudest phase of construction would be building construction, during which the closest sensitive receiver MR-1 would experience a maximum noise level from construction of approximately 65 dBA L_{eq}.[3] The magnitude of construction noise emission typically varies over time because construction activity is intermittent, and the power demands on construction equipment (and the resulting noise output) are cyclical.

Table 4.7-6. Predicted Noise Levels (dBA L_{eq}) from Construction Activities – Alternative B1

Construction Activity	ST-2	ST-3	ST-4	MR-1[4]
Building Construction	50	48	44	65

Source: RCNM 2008.

Construction noise levels of the magnitude shown in Table 4.7-6 would likely be similar to the existing noise levels in the area and could likely be perceptible at the noise-sensitive receiver MR-1, but would not likely dominate the noise environment. The City's Municipal Code for construction activity exempts construction provided that it does not occur between the hours of 9:00 p.m. and 7:00 a.m. of the following day. Alternative B1 would not include 24-hour construction activity and, therefore, would not result in a significant impact associated with threshold 1. The City's Municipal

[3] Shielding of noise from intervening structures was included in this analysis and conservatively estimated at 10 dBA. The analysis also assumes all construction equipment running concurrently.

[4] Receiver MR-1 included 5 dB of shielding from a 5-foot wall surrounding the daycare.

Code also sets a threshold of 75 dBA for construction activity at a distance of 50 feet from the source, provided that this threshold is technically feasible. As can be seen in Table 4.7-5, noise from construction equipment would exceed this noise threshold at a distance of 50 feet. However, it is technically infeasible to achieve this threshold. Additionally, there are no sensitive receivers within 50 feet of the project site that would be affected by construction activities. Therefore, impacts would be less than significant under significance thresholds 1 and 3.

Construction-related vibration associated with Alternative B1 would occur from large pieces of construction equipment accessing the project site. The Federal Transit Administration (FTA) has compiled typical vibration levels generated by various types of construction equipment, which are commonly used as a reference for construction vibration level analysis. The vibration produced by construction equipment is outlined in Table 4.7-7.

Table 4.7-7. Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second)	Approximate peak particle velocity at closest sensitive receiver (350 feet) (inches/second)
Loaded Trucks	0.076	0. 002

Notes:
Peak particle velocity measured at 25 feet unless noted otherwise.
Root mean square amplitude ground velocity in decibels (VdB) referenced to 1 micro-inch/second.
Source: FTA 2006.

Based on the FTA data (Table 4.7-7), vibration velocities from typical heavy construction equipment operation would be approximately 0.076 inch per second peak particle velocity (PPV) at 25 feet from the source of activity. At 350 feet (the closest sensitive receiver MR-1) from the source activity, PPV would be approximately 0.002 inch per second.

Vibration levels of this magnitude would be well below the threshold of 0.1 inches per second established by Caltrans and would not likely be perceivable (Table 4.7-8). Therefore, impacts would be less than significant under significance threshold 2.

Table 4.7-8. Reaction of People and Damage to Buildings at Various Continuous Vibration Levels

Vibration Level - Peak Particle Velocity (PPV) (in/sec)	Human Reaction	Effect on Buildings
0.006–0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibration)	Threshold at which there is a risk of "architectural" damage to normal dwelling-houses with plastered walls and ceilings; special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans 2004.

Alternatives B2 and B3 – Partial Demolition, Rehabilitation, and Addition and Demolition and Build

Alternatives B2 and B3 are also anticipated to temporarily increase noise levels at nearby noise-sensitive locations. The magnitude of the increases would depend on the type of construction activity, the noise level generated by various pieces of construction equipment, site geometry (i.e., shielding from intervening terrain or other structures), and the distance between the noise source and receiver.

Noise levels from construction equipment associated with Alternatives B2 and B3 are presented in Table 4.7-9, below.[5]

Construction equipment for alternatives B2 and B3 were analyzed using the Roadway Construction Noise Model (RCNM) as well. Similarly, the equipment represented in Table 4.7-9 was referenced in the RCNM construction equipment list; however, in a few cases equipment was not listed in the RCNM list. In these cases similar equipment was substituted from the RCNM construction list.

[5] The same compliment of construction equipment was assumed for Alternatives B2 and B3.

Table 4.7-9. Construction Equipment List – Alternatives B2 and B3

Construction Phase	Construction Equipment[1] (number of pieces)	Construction Equipment Noise[2] (dBA L_{eq})
Demolition	Hydraulic Breaker (2)	82
	Hydraulic shears (2)	82
	Jackhammers (4)	82
	Concrete Saws (4)	83
	Air Compressor (1)	74
	Excavator (3)	77
	Dozer (2)	78
	Haul Trucks	85
Site Preparation	Dozer (3)	78
	Front-end Loader (4)	75
Grading	Excavator (2)	77
	Grader (1)	81
	Dozer (1)	78
	Scrapers (2)	80
	Front-end Loader (2)	75
Building Construction	Cranes (1)	73
	Forklift (3)	82
	Generator (1)	78
	Front-end Loader (3)	75
	Welder (1)	70
Paving	Paver (2)	74
	Paving Equipment (2)	83
	Rollers (2)	73

[1] Lists same or similar construction equipment as provided by applicant
[2] At a distance of 50 feet
Source: Project Applicant using RCNM 2008 available construction equipment listing.

Noise levels during construction phases at each receiver site are presented in Table 4.7-10, below. The information in Table 4.7-10 indicates that the loudest phase of construction would be demolition, during which the closest sensitive receiver (MR-1) would experience a maximum noise level of 72 dBA L_{eq}.[6] The magnitude of construction noise emission typically varies over time because construction activity is intermittent, and the power demands on construction equipment (and the resulting noise output) are cyclical.

[6] Shielding of noise from intervening structures was included in this analysis and conservatively estimated at 10 dBA. The analysis also assumes all construction equipment running concurrently.

Table 4.7-10. Predicted Noise Levels (dBA L_{eq}) During Construction – Alternatives B2 and B3

Construction Activity	ST-2	ST-3	ST-4	MR-1[7]
Demolition	58	57	52	72
Site Preparation	50	48	44	62
Grading	52	50	46	65
Building Construction	52	51	47	65
Paving	51	50	45	64

Source: RCNM 2008.

The City's Municipal Code for construction activity exempts construction provided that it does not occur between the hours of 9:00 p.m. and 7:00 a.m. of the following day. Alternatives B2 and B3 would not include nighttime construction activity and, therefore, would not result in a significant impact associated with threshold 1. The City's Municipal Code also sets a threshold of 75 dBA for construction activity at a distance of 50 feet from the source, provided that this threshold is technically feasible. As shown in Table 4.7-9, noise from construction equipment would exceed this noise threshold at a distance of 50 feet. However, it is technically infeasible to achieve this threshold. Additionally, there are no sensitive receivers within 50 feet of the project site that would be affected by construction activities. Therefore, impacts would be less than significant under significance thresholds 1 and 3.

Construction-related vibration would occur from large pieces of construction equipment accessing the project site. The FTA has compiled typical vibration levels generated by various types of construction equipment, which are commonly used as a reference for construction vibration level analysis. The vibration produced by construction equipment is outlined in Table 4.7-11.

Table 4.7-11. Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second)	Approximate peak particle velocity at closest sensitive receiver (800 feet) (inches/second)
Large Bulldozers	0.089	0.002
Loaded Trucks	0.076	0.002
Jackhammers	0.035	0.0007

Notes:
Peak particle velocity measured at 25 feet unless noted otherwise.
Root mean square amplitude ground velocity in decibels (VdB) referenced to 1 micro-inch/second.
Source: FTA 2006.

Based on the FTA data (Table 4.7-11), vibration velocities from typical heavy construction equipment operation that would be used range from 0.035 to 0.089 inch per second PPV at 25 feet from the source of activity. At 350 feet (the closest sensitive receiver) from the source activity, PPV ranges from 0.002 to 0.0007 inch per second. Therefore, impacts would be less than significant under significance threshold 2.

[7] Receiver MR-1 included 5 dB of shielding from a 5 foot wall surrounding the daycare.

Operational Impacts

Alternative A – No Project

Under Alternative A, the existing noise environment would not change. There would be no increase in traffic from the proposed project and, therefore, no project-related traffic increase. Alternative A would also not result in an increase in noise from stationary equipment, such as new HVAC units, as the existing HVAC units would remain. No impacts would occur under any of the significance thresholds.

Alternative B1 – Rehabilitation

Operational Traffic Noise

Predicted traffic noise levels for Alternative B1 were analyzed using the FHWA's TNM.

As shown in Table 4.7-12, existing traffic noise levels range from 59 dBA CNEL (at modeled receptor ST-2) to 65 dBA CNEL (at modeled receptor ST-4) (when rounded to the nearest whole number). Existing plus Alternative B1 noise levels would vary from 59 dBA CNEL at ST-2 to 66 dBA CNEL at ST-1 and ST-4. Under Alternative B1, modeled receiver ST-1 would experience a one dBA increase over existing conditions. No modeled receiver would experience an increase over the existing noise levels under Alternative B1.

An increase of this magnitude would not be readily perceptible to sensitive receivers because normal human hearing requires a three-dBA increase to discern a difference. Additionally, given that noise levels would exceed the City's 65-dBA threshold under existing and existing plus Alternative B1 conditions, impacts are considered to be less than significant under significance thresholds 1 and 3.

Table 4.7-12. Traffic Noise Modeling Results Alternative B1

Receptor	Noise Standard (dBA CNEL) (not to exceed)	Existing Modeled Peak Hour (dBA CNEL)	Existing plus Alternative B1 Peak Hour (dBA CNEL)	Difference between Existing and Existing With Alternative B1 (dBA)	Noise Standard Exceeded under Existing Condition?	Noise Standard Exceeded under Existing Condition with Alternative B1?
ST-1	65	65	66	1	Yes	Yes
ST-2	65	59	59	0	No	No
ST-3	65	65	65	0	Yes	Yes
ST-4	65	66	66	0	Yes	Yes
MR-1	65	62	62	0	No	No

Source: FHWA 2004.

HVAC Noise

New HVAC units would be installed as part of Alternative B1. However, due to the distance (approximately 350_feet or more) to sensitive receivers and the ambient noise levels at sensitive receivers, an increase in noise levels at sensitive receivers would be unlikely. Therefore, impacts are considered to be less than significant under significance threshold 3 due to noise from new HVAC units.

Airport Noise

The closest airport is Hughes Airport located approximately 11 miles to the west of the project site. No private airstrips are located within two miles of the project site., The Universal City Heliport is the closest heliport (located approximately 3 miles to the northwest) of the project site. Due to the distance, this heliport is not expected to affect the proposed project. Therefore, no impact would occur under significance thresholds 5 and 6.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

Operational Traffic Noise

Predicted traffic noise levels for Alternative B2 were analyzed using the FHWA's TNM.

As shown in Table 4.7-13, existing traffic noise levels range from 59 dBA CNEL (at modeled receptor ST-2) to 65 dBA CNEL (at modeled receptor ST-4) (when rounded to the nearest whole number). Existing plus Alternative B2 noise levels would vary from 59 dBA CNEL at ST-2 to 66 dBA CNEL at ST-1and4. Under Alternative B2, modeled receivers ST-1, ST-3 and ST-4 would experience a one-dBA increase over the existing noise levels.

An increase of this magnitude would not be readily perceptible to sensitive receivers as normal human hearing requires a three-dBA increase to discern a difference. Additionally, given that noise levels would exceed the City's 65-dBA threshold under existing and existing plus Alternative B2 conditions, impacts are considered less than significant under significance thresholds 1 and 3.

Table 4.7-13. Traffic Noise Modeling Results Alternative B2

Receptor	Noise Standard (dBA CNEL) (not to exceed)	Existing Modeled Peak Hour (dBA CNEL)	Existing plus Alternative B2 Peak Hour (dBA CNEL)	Difference between Existing and Existing With Alternative B2 (dBA)	Noise Standard Exceeded under Existing Condition?	Noise Standard Exceeded under Existing Condition with Alternative B2?
ST-1	65	65	66	1	Yes	Yes
ST-2	65	59	59	0	No	No
ST-3	65	65	66	1	Yes	Yes
ST-4	65	66	66	1	Yes	Yes
MR-1	65	62	62	0	No	No

Source: FHWA 2004.

HVAC Noise

New HVAC units would be installed as part of Alternative B2. However, due to the distance (approximately 350 feet or more) to sensitive receivers and the ambient noise levels at sensitive receivers, an increase in noise levels at sensitive receivers would be unlikely. Therefore, impacts are considered to be less than significant under significance threshold 3 due to noise from new HVAC units.

Airport Noise

The closest airport is Hughes Airport located approximately 11 miles to the west of the project site. No private airstrips are located within two miles of the project site., The Universal City Heliport is the closest heliport (located approximately 3 miles to the northwest) of the project site. Due to the distance, this heliport is not expected to impact the proposed project. Therefore, no impact would occur under significance thresholds 5 and 6.

Alternative B3 – Demolition and Build

Operational Traffic Noise

Predicted traffic noise levels for Alternative B3 were analyzed using the FHWA's TNM, as described above.

As shown in Table 4.7-14, existing traffic noise levels range from 59 dBA CNEL (at modeled receptor ST-2) to 65 dBA CNEL (at modeled receptor ST-4) (when rounded to the nearest whole number). Existing plus Alternative B3 noise levels would vary from 59 dBA CNEL at ST-2 to 66 dBA CNEL at ST-1and4. Under Alternative B3, modeled receiver ST-1 would experience a two-dBA increase and ST-2 and ST-3 would experience a one-dBA increase over the existing noise levels.

An increase of this magnitude would not be readily perceptible to sensitive receivers as normal human hearing requires a three dBA increase to discern a difference. Additionally, given that noise levels would exceed the City's 65 dBA threshold under existing and existing plus Alternative B3 conditions, impacts are considered to be less than significant under significance threshold 1 and 3

Table 4.7-14. Traffic Noise Modeling Results Alternative B3

Receptor	Noise Standard (dBA CNEL) (not to exceed)	Existing Modeled Peak Hour (dBA CNEL)	Existing plus Alternative B3 Peak Hour (dBA CNEL)	Difference between Existing and Existing With Alternative B3 (dBA)	Noise Standard Exceeded under Existing Condition?	Noise Standard Exceeded under Existing with Alternative B3 Condition?
ST-1	65	65	67	2	Yes	Yes
ST-2	65	59	60	1	No	No
ST-3	65	65	66	1	Yes	Yes
ST-4	65	66	66	0	Yes	Yes
MR-1	65	62	62	0	No	No

Source: FHWA 2004.

HVAC Noise

New HVAC units would be installed at part of Alternative B3, as the existing building would be replaced with a new building. However, due to the distance (approximately 350 feet or more) to sensitive receivers and the ambient noise levels at sensitive receivers, an increase in noise levels at sensitive receivers would be unlikely. Therefore, impacts are considered less than significant under significance threshold 3 due to noise from new HVAC units.

Airport Noise

The closest airport is Hughes Airport located approximately 11 miles to the west of the project site. No private airstrips are located within two miles of the project site. The Universal City Heliport is the closest heliport (located approximately 3 miles to the northwest) of the project site. Due to the distance, this heliport is not expected to impact the proposed project. Therefore, no impact would occur under significance thresholds 5 and 6.

4.7.6 Mitigation Measures

No impacts would occur under any of the alternatives. Therefore, no mitigation measures are necessary.

4.7.7 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts would occur under any of the alternatives.

4.7.8 Cumulative Impacts

The cumulative impacts analysis for noise and vibration includes a future (2018) scenario for each alternative. The study area for the cumulative analysis is consistent with the setting for the operational traffic noise analysis, and consists of the immediate area surrounding the proposed project, areas along the major project-related traffic routes, and sites under construction or planned for construction within 0.25 mile of the project site. The cumulative geographic scope related to impacts from vibration includes areas within close proximity to the project site, or located east of Alvarado, north of Interstate 10, west of the Los Angeles River, and south of the intersection of Main Street and the Los Angeles River.

Cumulative Effects

Baseline noise measurements were taken at and around the project site to determine existing noise levels. As shown in Table 4.7-4, the existing noise measured conditions ranged from 63 dBA L_{eq} to 67 dBA L_{eq}. Calculated noise levels, using existing traffic data, ranged from 58 to 65 dBA CNEL. A future cumulative noise condition (2018) was evaluated in the noise impact analysis using the traffic volumes from each of the with project scenarios. The additional projected traffic would not necessarily result in greater noise because there is a diminishing level of noise as traffic speeds slow with greater volumes, such as during traffic rush hours. However, as shown in Table 4.7-15, when considering future growth and development, the future noise levels would increase by 1 dBA at three modeled receivers (ST-1, ST-3, and ST-4) which would exceed noise thresholds. This is consistent with the existing noise environment in the project area.

Table 4.7-15. Future-Term Traffic Noise Levels With and Without Project (CNEL)

	Receiver				
	ST-1	**ST-2**	**ST-3**	**ST-4**	**MR-1**
Existing Conditions	65	59	65	66	62
Future-Term (2018) without Project	66	60	66	67	63
Future-Term (2018) Alternative B1	67	60	66	67	63
Future-Term Change	*1*	*0*	*0*	*0*	*0*
Existing Conditions	65	59	65	66	62
Future-Term (2018) without Project	66	60	66	67	63
Future-Term (2018) Alternative B2	67	60	66	67	63
Future-Term Change	*1*	*0*	*0*	*0*	*0*
Existing Conditions	65	59	65	66	62
Future-Term (2018) without Project	66	60	66	67	63
Future-Term (2018) Alternative B3	68	60	66	67	63
Future-Term Change	*2*	*0*	*0*	*0*	*0*

Notes: Relevant noise limit standard is 65 dBA CNEL.
Source: FHWA 2004. Federal Highway Administration's Traffic Noise Model (FHWA TNM) Version 2.5 February 2004.

Based on Table 4.7-15, under each of the build alternatives, the project would result in a cumulative contribution to an increased noise level at receiver location ST-1. Under Alternatives B1 and B2, the project would result in an increase of 1 dBA CNEL beyond the projected noise level of the reasonably foreseeable future noise-producing projects while Alternative B3 would result in an increase of 2 dBA CNEL. However, an increase of 1 to 2 dBA is indiscernible to the human ear; therefore, while the build alternatives would result in a cumulative effect at one receiver location, the project's contribution would not be cumulatively considerable.

Regarding vibration, impacts are usually limited to construction activities. As such, effects from past and present projects would not be considered for cumulative vibration impacts. Reasonably foreseeable future projects could contribute to a cumulatively significant impact, but only within close proximity to the project site. Because there are no projects identified within close proximity that would be constructed at the same time as the proposed project, the cumulative effect from past, present, and reasonably foreseeable future projects would be less than cumulatively significant.

4.8 Transportation and Traffic

This chapter summarizes the potential transportation and traffic impacts related to construction and operation of the project based on the traffic impact study prepared for the project by KOA Corporation (2012). The traffic impact study is included as Appendix D. Included are a review of existing conditions, a summary of applicable policies and regulations related to transportation and traffic, and an analysis of existing and cumulative environmental impacts of the project. Where feasible, mitigation measures are recommended to reduce the level of expected impacts.

4.8.1 Regulatory Setting

There are no relevant federal or state regulations for transportation and traffic. This section summarizes local regulations that apply to the project.

Congestion Management Program

Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for maintaining the performance and standards of the Congestion Management Plan (CMP) roadway system in Los Angeles County. Metro strives to maintain Level of Service (LOS) E or better operations on all CMP-monitored facilities. Based on Metro's CMP Guidelines, a Transportation Impact Analysis (TIA) is conducted (Los Angeles County Metropolitan Transportation Authority 2010):

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either the AM or PM weekday peak hours.
- At CMP mainline freeway monitoring locations, where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

City of Los Angeles

General Plan

The Transportation Element of the City of Los Angeles General Plan includes specific goals, policies and actions designed to maintain acceptable traffic operations and to reduce congestion. Improved circulation is expected to be provided through enhancement of transit, bicycle, and pedestrian modes, as well as the use of aggressive Transportation Demand Management (TDM) measures to reduce single-occupant vehicle trips. The General Plan also includes plans for future bicycle facilities.

Traffic Study Policies and Procedures

The City of Los Angeles Department of Transportation (LADOT) published the Traffic Study Policies and Procedures (TSPP), which establishes significant traffic impact thresholds to determine a project's impacts on the operating quality of intersections and roadway/freeway segments (City of Los Angeles 2012).

4.8.2 Environmental Setting

This section provides a discussion of the existing conditions related to transportation and traffic on the project site and immediately surrounding the project site.

Study Area

The project study area is defined by the 30 key signalized study intersections shown in Figure 4.8-1. The study intersections were selected for the impact analysis based on the anticipated trip distribution of the project and the proximity of the intersections to the project site. These locations were selected in coordination with and approved by the LADOT. It should be noted that the traffic impact analysis was conducted for signalized intersections only, per LADOT's TSPP.

In addition to local signalized intersections, CMP facilities in the project vicinity are reviewed and included in the study area if the facilities meet the TIA requirements as defined in Metro's CMP Guidelines.

The nearest CMP arterial monitoring intersection to the project site is at the intersection of Alameda Street and Washington Boulevard. Based on the project trip generation for Alternatives B1, B2, and B3, project trip distribution and the distance of this CMP arterial monitoring intersection from the project site, it is not expected that 50 or more new trips per hour under each project alternative scenario would be added to this CMP intersection location. Therefore, no further analysis of potential CMP impacts is required for arterial monitoring intersections.

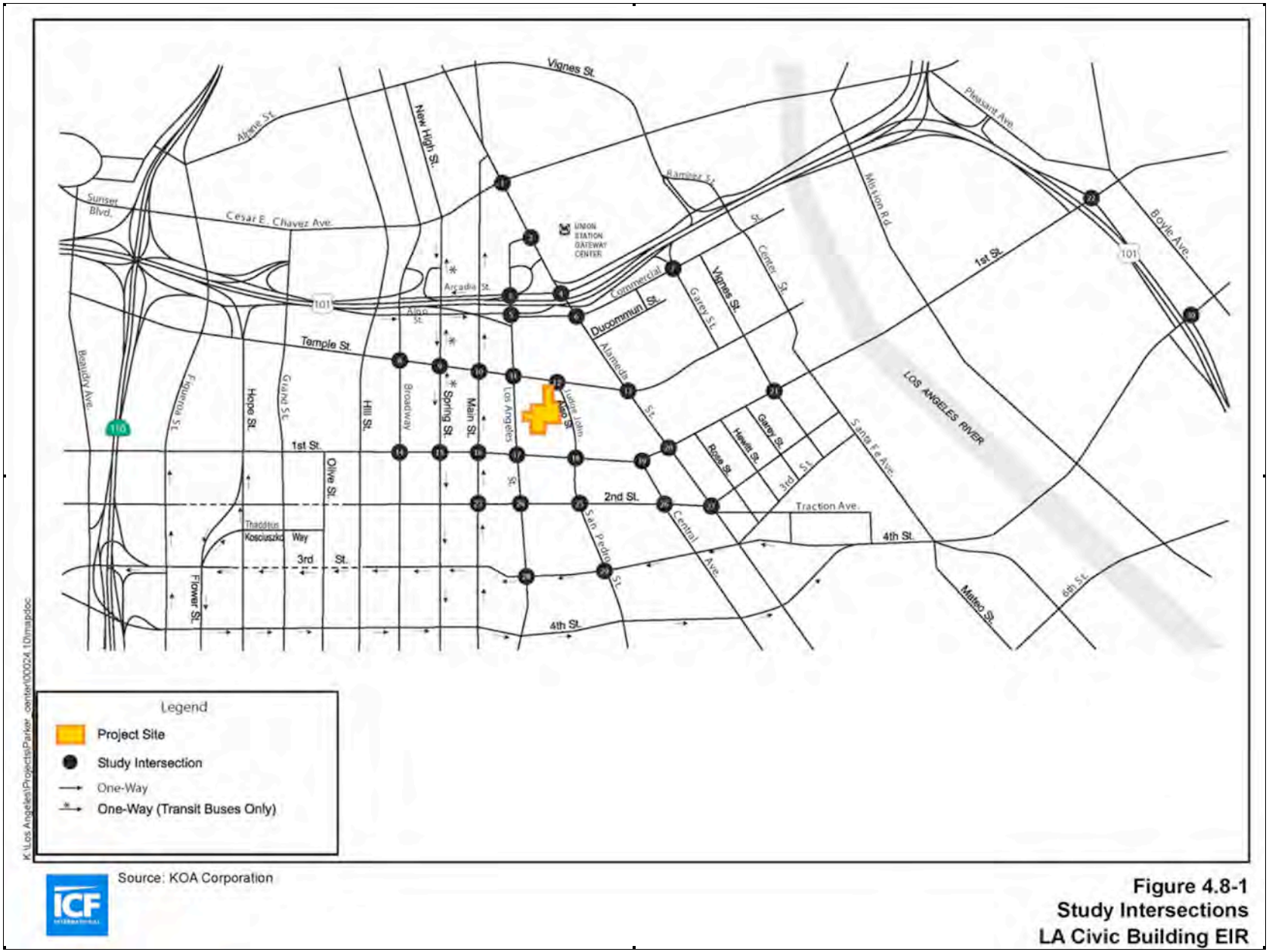
The nearest CMP freeway monitoring locations to the project site include US-101 north of Vignes Street, SR-110 south of US-101, and SR-110 at Alpine Street. Based on the project trip generation for Alternatives B1, B2, and B3, project trip distribution and the distance of these CMP freeway monitoring locations from the project site, it is not expected that 150 or more new trips per hour in either direction would be added to these locations, with the exception of the US-101 freeway north of Vignes Street for the Alternative B3 scenario. Therefore, a traffic impact analysis was conducted for the US-101 north of Vignes Street freeway segment for Alternative B3 only.

Roadway System

Freeways

The existing roadway system within the project study area includes an extensive freeway and local roadway network. Freeways provide major regional access to and from the project site and the surrounding areas. The freeways that serve the downtown Los Angeles region, as shown in Figure 4.8-1, include the Santa Ana/Hollywood Freeway (US-101), the Pasadena/Harbor Freeway (SR-110/I-110), and the Santa Monica/San Bernardino Freeway (I-10). Descriptions of the freeways are provided as follows:

Santa Ana/Hollywood Freeway (US-101) consists of four travel lanes and additional auxiliary lanes in each direction and carries approximately 217,000 in annual average daily traffic (AADT) in the downtown area. The freeway is located approximately one-quarter of a mile north of the project site and provides access via Broadway, Spring Street, Los Angeles Street, Alameda Street, and Garey Street.



Source: KOA Corporation

Figure 4.8-1
Study Intersections
LA Civic Building EIR

Pasadena/Harbor Freeway (SR-110/I-110) consists of three to four travel lanes and additional auxiliary lanes in each direction and carries approximately 281,000 AADT in the downtown area. The freeway is located approximately one mile west of the project site and provides access to the area via 3rd Street, 4th Street, and Figueroa Street.

Santa Monica/San Bernardino Freeway (I-10) consists of five travel lanes and additional auxiliary lanes in each direction and carries approximately 283,000 AADT in the downtown area. The freeway is located approximately two miles south of and one mile east of the project site. Access to the study area is provided via Los Angeles Street, Maple Avenue, San Pedro Street, Central Avenue, and Alameda Street.

Local Roadways

Based on the City of Los Angeles' General Plan Circulation Element, roadways have functional classifications that range from Major Highway, to Secondary Highway, to Collector Street. A brief description of these types of roadways is provided below.

- A Major Highway (Class I) has three full-time through lanes in each direction, one part-time parking lane in each direction and one median/left turn lane with 12-foot sidewalks on both sides.
- A Major Highway (Class II) has two full-time through lanes in each direction, one part-time parking lane in each direction, and one median/left-turn lane with 12-foot sidewalks on both sides. Pedestrian priority segments include 17-foot sidewalks on both sides.
- A Secondary Highway has two full-time through lanes in each direction, all-day permitted parking, and one median/left-turn lane with 10-foot sidewalks on both sides. Pedestrian priority segments include 15-foot sidewalks on both sides.
- A Standard Collector Street has one full-time lane in each direction, one full-time parking lane in each direction, and 10-foot sidewalks on both sides.

Fieldwork within the project study area was undertaken to identify the traffic control and approach lane configuration at each study intersection, and to identify on-street parking and transit stops. Key roadways within the study area are listed below and described in detail in Appendix D (Table 3 of the Traffic Impact Study). The discussion of these roadways is limited to specific roadway segments that traverse the study intersections and serve the project site. Figure 4.8-1 shows the existing geometry of study intersections.

- Cesar Chavez Avenue (Major Highway Class II)
- Arcadia Street (Local)
- Aliso Street (Local)/Commercial Street (Collector)
- Temple Street (Major Highway Class II and Secondary Highway)
- 1st Street (Major Highway Class II and Secondary Highway)
- 2nd Street (Secondary Highway and Collector)
- 3rd Street (Secondary Highway)
- 4th Street (Major Highway Class II)
- Broadway (Secondary Highway)
- Spring Street (Major Highway Class II)
- Main Street (Secondary Highway)

- Los Angeles Street (Secondary Highway)
- San Pedro Street /Judge John Aliso Street (Major Highway Class II)
- Central Avenue (Secondary Highway)
- Alameda Street (Major Highway Class II)
- Garey Street (Collector)
- Vignes Street (Major Highway Class II and Collector)

Existing Traffic Condition

Level of Service Method

The operations of roadway facilities are described with the term level of service (LOS), a scale used to determine the operating quality of a roadway segment or intersection based on either volume-to-capacity (V/C) ratio or average delay experienced by vehicles on the facility. The levels range from A to F, with LOS A representing free traffic flow and LOS F representing severe traffic congestion. LOS E represents "at-capacity" operations (V/C of 1.00 or greater). When traffic volumes exceed the intersection capacity, stop-and-go conditions result, and operations are designated as LOS F.

Signalized Intersection

For LOS analysis 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. This V/C ratio value is a function of hourly volumes, signal phasing, and approach lane configuration on each leg of the intersection. Table 4.8-1 defines the LOS criteria for signalized intersections.

Table 4.8-1. LOS Criteria for Signalized Intersections

LOS	Interpretation	V/C Ratio
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
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
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701–0.800
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801–0.900
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	0.901–1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements 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
Source: City of Los Angeles 2012.		

LADOT suggests a 0.07 reduction in V/C ratio for intersections with the implementation of Automated Traffic Surveillance and Control (ATSAC)[1] and an additional 0.03 reduction in V/C ratio for intersections with the implementation of Adaptive Traffic Control System (ATCS)[2], for a total reduction in V/C ratio of 0.10. This reduction represents field measured benefits in flow and capacity increase by operation of the ATSAC and ATSC program.

CMP Freeway Mainline Segment

The methodology used to determine traffic impacts for the freeway mainline segment was based on the Los Angeles County 2010 CMP (Los Angeles County Metropolitan Transportation Authority 2010). A LOS for a freeway segment is determined based on a demand-to-capacity (D/C) ratio, as shown in Table 4.8-2 below.

Intersection Level of Service

Table 4.8-2. LOS Criteria for CMP Freeway Mainline Segment

D/C Ratio	LOS
0.00 - 0.35	A
> 0.35 - 0.54	B
> 0.54 - 0.77	C
>0.77 - 0.93	D
> 0.93 - 1.00	E
> 1.00 - 1.25	F(0)
> 1.25 - 1.35	F(1)
> 1.35 - 1.45	F(2)
>1.45	F(3)

Source: Los Angeles County Metropolitan Transportation Authority, 2010

Existing intersection LOS was calculated based on the peak hour traffic volumes and lane configurations collected at the study intersections. Weekday morning (7:00 a.m. to 10:00 AM) and evening (3:00 to 6:00 p.m.) peak period intersection turning movement counts were collected at the study intersections on Wednesday, June 6th, 2012. Existing lane configurations and signal controls were obtained through field observations. The peak hour volumes are included in Appendix D (Figures 7 and 8 of Traffic Impact Study).

Based on the existing AM and PM peak-hour traffic volumes, a V/C ratio and corresponding LOS value were determined for each of the study intersections and summarized in Table 4.8-2. Twenty-eight of the study intersections are currently equipped with ATSAC only. The remaining two study intersections located at the US-101 northbound ramps and 1st Street, and at the US-101 northbound off-ramp and 4th Street are operating with ATSAC plus ATCS. A reduction of 0.07 in the V/C ratio is assumed at the 28 study intersections that are operating with ATSAC. A 0.10 reduction in the V/C ratio is assumed at the remaining 2 study intersections that are operating with ATSAC plus ATCS.

As shown in Table 4.8-3, all of the study intersections are currently operating at a good LOS (i.e., LOS C or better) during both study peak periods.

[1] ATSAC is a computer-based traffic signal control system whereby engineers monitor traffic conditions and system performance from electronic detectors, selects appropriate signal timing (control) strategies, and performs equipment diagnostics and alert functions. To supplement the information from electronic detectors, closed-circuit television (CCTV) surveillance equipment has been and continues to be installed at critical locations throughout the City.

[2] ATCS is the latest enhancement to ATSAC and uses a personal computer-based traffic signal control software program, which provides fully traffic adaptive signal control based on real-time traffic conditions. The ATCS will automatically adjust traffic signal timing in response to current traffic demands by allowing ATCS to simultaneously control all three critical components of traffic signal timing, namely cycle length, phase split, and offset.

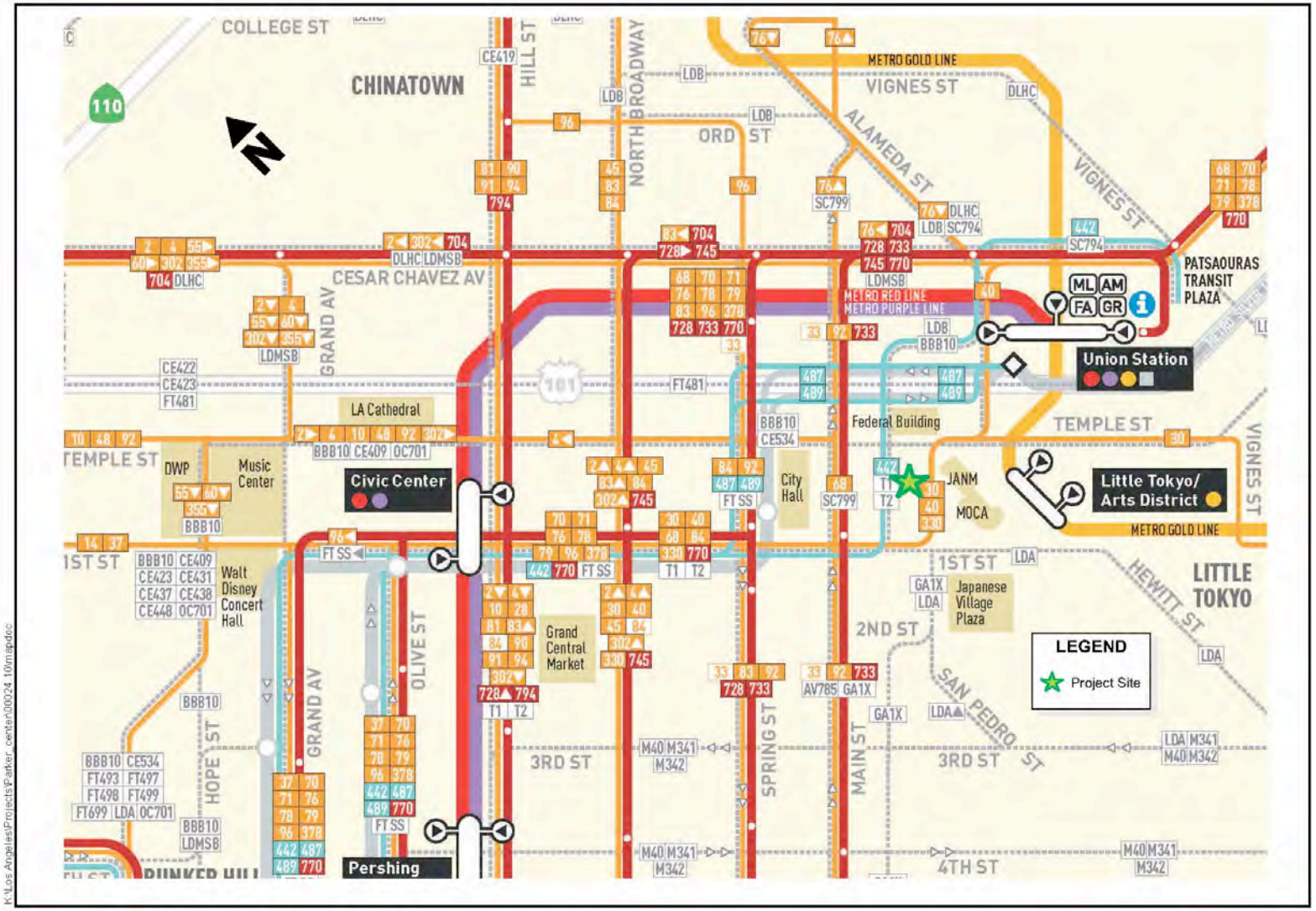
Table 4.8-3. Existing Intersection LOS

No.	Study Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Alameda Street & Cesar E. Chavez Avenue	0.657	B	0.721	C
2	Alameda Street & Los Angeles Street	0.390	A	0.489	A
3	Los Angeles Street & Arcadia Street	0.351	A	0.359	A
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.565	A	0.551	A
5	Los Angeles Street & Aliso Street	0.253	A	0.405	A
6	Alameda Street/Aliso Street & Commercial Street	0.454	A	0.516	A
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.198	A	0.472	A
8	Broadway & Temple Street	0.579	A	0.603	B
9	Spring Street & Temple Street	0.497	A	0.369	A
10	Main Street & Temple Street	0.242	A	0.565	A
11	Los Angeles Street & Temple Street	0.510	A	0.539	A
12	Judge John Aiso Street & Temple Street	0.232	A	0.341	A
13	Alameda Street & Temple Street	0.523	A	0.637	B
14	Broadway & 1st Street	0.512	A	0.678	B
15	Spring Street & 1st Street	0.485	A	0.447	A
16	Main Street & 1st Street	0.396	A	0.703	C
17	Los Angeles Street & 1st Street	0.441	A	0.635	B
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.334	A	0.507	A
19	Central Avenue & 1st Street	0.301	A	0.534	A
20	Alameda Street & 1st Street	0.583	A	0.665	B
21	Vignes Street & 1st Street	0.345	A	0.511	A
22	US-101 NB Ramps & 1st Street	0.379	A	0.392	A
23	Main Street & 2nd Street	0.327	A	0.663	B
24	Los Angeles Street & 2nd Street	0.467	A	0.609	B
25	San Pedro Street & 2nd Street	0.379	A	0.518	A
26	Central Avenue & 2nd Street	0.406	A	0.525	A
27	Alameda Street & 2nd Street	0.438	A	0.528	A
28	Los Angeles Street & 3rd Street	0.551	A	0.553	A
29	San Pedro Street & 3rd Street	0.515	A	0.376	A
30	US-101 NB Off-ramp & 4th Street	0.631	B	0.334	A

Source: KOA 2012.

Transit Service

The transit system serving the study area is comprised of an integrated system of many bus services provided by several operators including Metro, LADOT, and Foothill Transit. The project site is well-served by multiple transit lines that lie within walking distance (approximately half a mile). There is access to public buses, rail, and light rail transit (LRT), and nearby train services and systems in the study area. Figure 4.8-2 illustrates the existing transit lines within the study area. Detailed descriptions of the transit lines that traverse major roadway corridors in the immediate project vicinity are provided in Appendix D (Table 4 of Traffic Impact Study).



Source: Metropolitan Transportation Authority/ KOA Corporation

Figure 4.8-2
Existing Transit Lines
LA Civic Building EIR

In addition to the bus and LRT service, Union Station provides access to Amtrak and Metrolink train services. Amtrak operates as intercity rail service to the Central Coast and Central Valley and long distance service to the Pacific Northwest, Midwest, and Eastern United States. Metrolink operates as a commuter rail that links Los Angeles with other parts of Los Angeles County, Orange County, Riverside County, San Bernardino County, and San Diego County.

Non-Motorized Transportation Facility

Existing bicycle lanes are provided in the study area along Spring Street, Main Street, Los Angeles Street between Alameda and 1st Streets, and 1st Street between Grand Avenue and San Pedro Street. Additional bicycle lanes will also be provided along 2nd Street, Judge John Aiso Street/San Pedro Street, Central Avenue, 1st Street, and Cesar E. Chavez Avenue as part of the City's 2010 Bike Plan.

Pedestrian facilities, such as sidewalks, are generally provided in the street network within the study area. Pedestrian circulation is considered adequate, based on field observations.

4.8.3 Environmental Impact Analysis

4.8.3.1 Methodology

Traffic Analysis Scenarios

Peak hour operations of the study intersections were evaluated for the following scenarios to identify the potential traffic impacts related to the project.

Future Year 2018 without Project (Alternative A)

Future Traffic Forecast

The year 2018 was selected for the analysis as the project is anticipated to be completed and occupied by this future year. In order to acknowledge regional population and employment growth outside of the study area, an ambient/background traffic growth rate was applied to the existing traffic counts. As discussed with and approved by LADOT staff, an annual growth rate of 1.0% per year was used to estimate year 2018 base traffic volume conditions.

In addition to the application of the ambient traffic growth rate, traffic from related projects (approved and pending developments) was also included as part of the year 2018 analysis. An area of influence, defined by an approximate two-mile radius from the project site, was utilized in order to capture specific locations of these related projects. Based on related projects data provided by LADOT and research by KOA Corporation of development projects in the surrounding area, a list of 96 related projects was compiled. The location, description, and trip generation estimates of the related projects are provided in Appendix D. The related projects traffic was distributed to the surrounding street system and included in the traffic analysis.

Future Planned Improvements

According to LADOT staff, there are no planned roadway capacity enhancements in the immediate study area that are anticipated to be completed within the timeframe of the proposed project. However, there are two large infrastructure projects in the vicinity of the project site that would provide the public with greater mobility in the region. The two projects are described below.

- California High Speed Rail Project – This project would bring high-speed train service to California with service from Sacramento/Bay Area to San Diego. Los Angeles would be linked via existing rail corridors into Los Angeles Union Station. The project includes a potential parking facility south of the US-101 freeway near Hewitt Street and Garey Street located approximately one-quarter of a mile northeast of the project site. The earliest operation date for the project through the study area is estimated to be year 2027. Therefore, the High Speed Rail project was not analyzed within this study since the impacts of the project will occur after the project build-out year in 2018.
- Metro Regional Connector Transit Corridor Project – This project would directly connect the Metro Gold Line, Metro Expo Line, and Metro Blue Line. Metro has conducted a study to look at potential project alternatives. The project could add three new Downtown stations and would allow riders to travel between Pasadena and Long Beach and between East Los Angeles and Culver City without transferring. However, the project is currently in the planning stage, and is not expected to open until after the project build-out year of 2018. As discussed with LADOT staff, the project was not included for analysis in this study.

Future Year 2018 with Project Scenarios

The Future with Project traffic volumes are determined by adding the project traffic estimated for each project alternative to the Future without Project traffic volumes. Three alternatives are being considered for the Future with Project conditions, as listed below.

- Future with Rehabilitation Alternative (Alternative B1)
- Future with Partial Demolition, Rehabilitation and Addition Alternative (Alternative B2)
- Future with Demolition and Build Alternative (Alternative B3)

Existing with Project Scenarios

A supplemental traffic analysis for Existing with Project conditions was conducted in order to comply with the *Sunnyvale* court case rulings regarding CEQA baseline analysis. The Existing with Project traffic volumes were determined by adding the project traffic to the existing traffic volumes. The traffic analysis was conducted for the following three Existing with Project alternatives.

- Existing with Rehabilitation Alternative (Alternative B1)
- Existing with Partial Demolition, Rehabilitation and Addition Alternative (Alternative B2)
- Existing with Demolition and Build Alternative (Alternative B3)

Project Traffic Estimates

Trips Generation

Trip generation for each of the project alternatives was based on trip rates from the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition book. Due to the types of proposed land uses and the project site being located within downtown Los Angeles, the following vehicle trip reductions for the proposed project are expected to occur. In addition, trip credit due to existing active uses on the site was also applied.

- **Transit Reduction** takes into account the mode shift that is expected to occur as a result of the operation of the Metro Gold, Red, and Purple Line rail system and bus transit. Based on information from Metro, existing public bus and commuter rail ridership for the Civic Center is approximately 32 %. Per direction from LADOT staff, a 25 transit trip reduction was applied to the government office and retail uses within the project. This reduction factor is consistent with the planning guidelines documented in LADOT's TSPP and was approved by LADOT staff.
- **Walk Adjustment** takes into account walking trips associated with pedestrian activity to and from the project site and neighboring land uses. The project is located in an area with a variety of uses, which include retail, restaurants, offices, government facilities, and residential. A walk adjustment of 5% was applied to the government office and retail uses within the project.
- **Internal Capture** takes into account internal trip making between office, retail, and day care uses. A common example of this internal trip-making occurs at a multi-use development containing offices and shopping/service area. Some of the trips made by office workers to shops occur on site. These type of trips are defined as internal (i.e., "captured" within) the multi-use site. An internal trip capture of 10% for retail was applied. In addition, the proposed day care would be used exclusively for City employees of the project. Internal trip discounts of 80% inbound and 100% outbound during the AM peak hour and 100% inbound and 80% outbound during the PM peak hour are assumed. The remaining 20% inbound during the AM peak hour and 20% outbound during the PM peak hour are assumed to be employee trips from the day care.
- **CBD Adjustment** takes into account pass-by trips and capture from adjacent developments. These trips are existing trips passing by the site and would not be adding trips to the area. They would only be affecting project driveways. An adjustment of 50% was applied to retail.

Tables 4.8-4, 4.8-5, and 4.8-6 summarize the trip generation estimates for Alternatives B1, B2, and B3, respectively. It should be noted that the potential tenants of the proposed development are expected to be existing City tenant departments that would be relocated to the project site. The tenant departments that would occupy the site have not been confirmed at this time and will depend on the future needs of the City. The traffic study assumes that the project would develop land uses that generate new trips, and does not take into account traffic shifts due to the tenant relocation. Thus, the traffic study provides a conservative assessment of project impacts.

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 locations of other land uses to which project trips would originate or terminate.

Trip Assignment

Based on the trip generation and distribution assumptions described above, project traffic was assigned onto the roadway system based on driveway locations and the availability of local roadways to access the regional highway system. The net project-only AM and PM peak hour trip assignments at study intersections for Alternatives B1, B2, and B3 are provided in Appendix D (Figures 13 through 18 of Traffic Impact Study).

Table 4.8-4. Trip Generation for Alternative B1

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates [a]										
Government Office Complex	733	1	k.s.f.	27.92	89%	11%	**2.21**	31%	69%	**2.85**
Shopping Center	820	1	k.s.f.	42.94	61%	39%	**1.00**	49%	51%	**3.73**
Day Care Center	565	1	k.s.f.	79.26	53%	47%	**12.26**	47%	53%	**12.46**
PROPOSED PROJECT USES										
Gross Trips (Proposed Project Uses)										
Government Office		237.5	k.s.f.	6,631	467	58	**525**	210	467	**677**
Retail		10.0	k.s.f.	429	7	3	**10**	19	18	**37**
Day Care		2.5	k.s.f.	198	17	14	**31**	15	16	**31**
Proposed Project Subtotal				7,258	491	75	**566**	244	501	**745**
Trip Credits (Proposed Project Uses)										
Transit Credit (25%) [b]										
Government Office				(1,658)	(117)	(15)	**(132)**	(53)	(117)	**(170)**
Retail				(107)	(2)	(1)	**(3)**	(5)	(5)	**(10)**
Transit Credit Subtotal				(1,765)	(119)	(16)	**(135)**	(58)	(122)	**(180)**
Walk Credit 5% [c]										
Government Office				(332)	(23)	(3)	**(26)**	(11)	(23)	**(34)**
Retail				(21)	0	0	**0**	(1)	(1)	**(2)**
Walk Credit Subtotal				(353)	(23)	(3)	**(26)**	(12)	(24)	**(36)**
Internal Capture [d]										
Retail (10%)				(43)	(1)	0	**(1)**	(2)	(2)	**(4)**
Day Care [e]				(178)	(14)	(14)	**(28)**	(15)	(13)	**(28)**
Internal Capture Subtotal				(221)	(15)	(14)	**(29)**	(17)	(15)	**(32)**
CBD Adjustment [f]										
Retail (50%)				(129)	(2)	(1)	**(3)**	(6)	(5)	**(11)**
CBD Adjustment Subtotal				(129)	(2)	(1)	**(3)**	(6)	(5)	**(11)**
Net Trips (Proposed Project Uses)										
Government Office				4,641	327	40	**367**	146	327	**473**
Retail				129	2	1	**3**	5	5	**10**
Day Care				20	3	0	**3**	0	3	**3**
NET TOTAL (Proposed Project Uses)				4,790	332	41	**373**	151	335	**486**
EXISTING USES (TO BE REMOVED)										
Gross Trips (Existing Uses)										
LAPD Scientific Investigation Division	44.109		k.s.f.	1,232	86	11	**97**	39	87	**126**
Trip Credits (Existing Uses)										
Transit Credit (25%) [b]				(308)	(22)	(3)	**(25)**	(10)	(22)	**(32)**
Walk Credit 5% [c]				(62)	(4)	(1)	**(5)**	(2)	(4)	**(6)**
Net Trips (Existing Uses)										
NET TOTAL (Existing Uses To Be Removed)				862	60	7	**67**	27	61	**88**
NET PROJECT TRIP GENERATION TOTAL				3,928	272	34	**306**	124	274	**398**

[a] Source: Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition* .

[b] 25% credit based on existing public bus and commuter rail ridership data for the City of Los Angeles Civic Center.

[c] Walk credit takes into account walking trips associated with pedestrian activity to/from the Project site and neighboring land uses.

[d] Internal capture takes into account internal trip making between retail and office uses.

[e] The proposed day care would be used exclusively for city employees of the project. Internal trip discounts of 80% inbound and 100% outbound during the AM peak hour and 100% inbound and 80% outbound during the PM peak hour are assumed. The remaining 20% inbound during the AM peak hour and 20% outbound during the PM peak hour are assumed to be employee trips from the day care.

[f] The CBD adjustment accounts for pass-by trips and capture from neighboring developments. These trips are existing trips passing by the site and would not add trips to the area. A 50% pass-by trip credit was applied per LADOT Traffic Study Policies & Procedures.

Table 4.8-5. Trip Generation for Alternative B2

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates [a]										
Government Office Complex	733	1	k.s.f.	27.92	89%	11%	**2.21**	31%	69%	**2.85**
Shopping Center	820	1	k.s.f.	42.94	61%	39%	**1.00**	49%	51%	**3.73**
Day Care Center	565	1	k.s.f.	79.26	53%	47%	**12.26**	47%	53%	**12.46**
PROPOSED PROJECT USES										
Gross Trips (Proposed Project Uses)										
Government Office		475.0	k.s.f.	13,262	935	115	**1,050**	420	934	**1,354**
Retail		22.5	k.s.f.	966	15	8	**23**	42	42	**84**
Day Care		2.5	k.s.f.	198	17	14	**31**	15	16	**31**
Proposed Project Subtotal				14,426	967	137	**1,104**	477	992	**1,469**
Trip Credits (Proposed Project Uses)										
Transit Credit (25%) [b]										
Government Office				(3,316)	(234)	(29)	**(263)**	(105)	(234)	**(339)**
Retail				(242)	(4)	(2)	**(6)**	(11)	(11)	**(22)**
Transit Credit Subtotal				(3,558)	(238)	(31)	**(269)**	(116)	(245)	**(361)**
Walk Credit 5% [c]										
Government Office				(663)	(47)	(6)	**(53)**	(21)	(47)	**(68)**
Retail				(48)	(1)	0	**(1)**	(2)	(2)	**(4)**
Walk Credit Subtotal				(711)	(48)	(6)	**(54)**	(23)	(49)	**(72)**
Internal Capture [d]										
Retail (10%)				(97)	(2)	(1)	**(3)**	(4)	(4)	**(8)**
Day Care [e]				(178)	(14)	(14)	**(28)**	(15)	(13)	**(28)**
Internal Capture Subtotal				(275)	(16)	(15)	**(31)**	(19)	(17)	**(36)**
CBD Adjustment [f]										
Retail (50%)				(290)	(4)	(3)	**(7)**	(13)	(13)	**(26)**
CBD Adjustment Subtotal				(290)	(4)	(3)	**(7)**	(13)	(13)	**(26)**
Net Trips (Proposed Project Uses)										
Government Office				9,283	654	80	**734**	294	653	**947**
Retail				289	4	2	**6**	12	12	**24**
Day Care				20	3	0	**3**	0	3	**3**
NET TOTAL (Proposed Project Uses)				9,592	661	82	**743**	306	668	**974**
EXISTING USES (TO BE REMOVED)										
Gross Trips (Existing Uses)										
LAPD Scientific Investigation Division	44.109		k.s.f.	1,232	86	11	**97**	39	87	**126**
Trip Credits (Existing Uses)										
Transit Credit (25%) [b]				(308)	(22)	(3)	**(25)**	(10)	(22)	**(32)**
Walk Credit 5% [c]				(62)	(4)	(1)	**(5)**	(2)	(4)	**(6)**
Net Trips (Existing Uses)										
NET TOTAL (Existing Uses To Be Removed)				862	60	7	**67**	27	61	**88**
NET PROJECT TRIP GENERATION TOTAL				8,730	601	75	**676**	279	607	**886**

[a] Source: Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition* .

[b] 25% credit based on existing public bus and commuter rail ridership data for the City of Los Angeles Civic Center.

[c] Walk credit takes into account walking trips associated with pedestrian activity to/from the Project site and neighboring land uses.

[d] Internal capture takes into account internal trip making between retail and office uses.

[e] The proposed day care would be used exclusively for city employees of the project. Internal trip discounts of 80% inbound and 100% outbound during the AM peak hour and 100% inbound and 80% outbound during the PM peak hour are assumed. The remaining 20% inbound during the AM peak hour and 20% outbound during the PM peak hour are assumed to be employee trips from the day care.

[f] The CBD adjustment accounts for pass-by trips and capture from neighboring developments. These trips are existing trips passing by the site and would not add trips to the area. A 50% pass-by trip credit was applied per LADOT Traffic Study Policies & Procedures.

Table 4.8-6. Trip Generation for Alternative B3

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates [a]										
Government Office Complex	733	1	k.s.f.	27.92	89%	11%	**2.21**	31%	69%	**2.85**
Shopping Center	820	1	k.s.f.	42.94	61%	39%	**1.00**	49%	51%	**3.73**
Day Care Center	565	1	k.s.f.	79.26	53%	47%	**12.26**	47%	53%	**12.46**
PROPOSED PROJECT USES										
Gross Trips (Proposed Project Uses)										
Government Office		712.5	k.s.f.	19,893	1,402	173	**1,575**	630	1,401	**2,031**
Retail		35.0	k.s.f.	1,503	22	13	**35**	65	66	**131**
Day Care		2.5	k.s.f.	198	17	14	**31**	15	16	**31**
Proposed Project Subtotal				21,594	1,441	200	**1,641**	710	1,483	**2,193**
Trip Credits (Proposed Project Uses)										
Transit Credit (25%) [b]										
Government Office				(4,973)	(351)	(43)	**(394)**	(158)	(350)	**(508)**
Retail				(376)	(6)	(3)	**(9)**	(16)	(17)	**(33)**
Transit Credit Subtotal				(5,349)	(357)	(46)	**(403)**	(174)	(367)	**(541)**
Walk Credit 5% [c]										
Government Office				(995)	(70)	(9)	**(79)**	(32)	(70)	**(102)**
Retail				(75)	(1)	(1)	**(2)**	(3)	(3)	**(6)**
Walk Credit Subtotal				(1,070)	(71)	(10)	**(81)**	(35)	(73)	**(108)**
Internal Capture [d]										
Retail (10%)				(150)	(2)	(1)	**(3)**	(7)	(7)	**(14)**
Day Care [e]				(178)	(14)	(14)	**(28)**	(15)	(13)	**(28)**
Internal Capture Subtotal				(328)	(16)	(15)	**(31)**	(22)	(20)	**(42)**
CBD Adjustment [f]										
Retail (50%)				(451)	(7)	(4)	**(11)**	(20)	(20)	**(40)**
CBD Adjustment Subtotal				(451)	(7)	(4)	**(11)**	(20)	(20)	**(40)**
Net Trips (Proposed Project Uses)										
Government Office				13,925	981	121	**1,102**	440	981	**1,421**
Retail				451	6	4	**10**	19	19	**38**
Day Care				20	3	0	**3**	0	3	**3**
NET TOTAL (Proposed Project Uses)				14,396	990	125	**1,115**	459	1,003	**1,462**
EXISTING USES (TO BE REMOVED)										
Gross Trips (Existing Uses)										
LAPD Scientific Investigation Division	44.109		k.s.f.	1,232	86	11	**97**	39	87	**126**
Trip Credits (Existing Uses)										
Transit Credit (25%) [b]				(308)	(22)	(3)	**(25)**	(10)	(22)	**(32)**
Walk Credit 5% [c]				(62)	(4)	(1)	**(5)**	(2)	(4)	**(6)**
Net Trips (Existing Uses)										
NET TOTAL (Existing Uses To Be Removed)				862	60	7	**67**	27	61	**88**
NET PROJECT TRIP GENERATION TOTAL				13,534	930	118	**1,048**	432	942	**1,374**

[a] Source: Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition* .

[b] 25% credit based on existing public bus and commuter rail ridership data for the City of Los Angeles Civic Center.

[c] Walk credit takes into account walking trips associated with pedestrian activity to/from the Project site and neighboring land uses.

[d] Internal capture takes into account internal trip making between retail and office uses.

[e] The proposed day care would be used exclusively for city employees of the project. Internal trip discounts of 80% inbound and 100% outbound during the AM peak hour and 100% inbound and 80% outbound during the PM peak hour are assumed. The remaining 20% inbound during the AM peak hour and 20% outbound during the PM peak hour are assumed to be employee trips from the day care.

[f] The CBD adjustment accounts for pass-by trips and capture from neighboring developments. These trips are existing trips passing by the site and would not add trips to the area. A 50% pass-by trip credit was applied per LADOT Traffic Study Policies & Procedures.

Transportation Demand Management

LADOT's TSPP on the preparation of traffic impact studies promote the goals of State Assembly Bill 32 (AB 32), which support improvements that reduce greenhouse gas (GHG) emissions. According to LADOT, TDM has the highest priority when considering transportation mitigations for a project.

The goal of a TDM program is to help mitigate the traffic impacts of a project. The purpose of the program is to identify effective measures that will reduce the number of automobile trips to/from the site. Typical TDM strategies include, but are not limited to, carpools, vanpools, public transit, walking, and bicycles. There is no single, definitive recipe for success. The same strategies do not always work at different sites. The location of the site and the characteristics of the area can strongly influence the effectiveness and ultimate success of a TDM program. Similarly, the effort or vigor with which the program is operated can also affect its success or lack thereof. Studies have shown the most successful TDM programs are those that are tied to specific incentives and program elements, as opposed to the provision of general information on commuting alternatives. In addition, for these programs to succeed, they need to be "funded" for their duration. In addition to funding, successful programs are linked with aesthetically pleasing features such as "safe" pedestrian walkways, bike racks that are not located in faraway dark corners, and information kiosks that are easily accessible and up to date. In sum, the most successful and effective programs appear to be those whereby financial incentives are offered with aesthetic amenities.

The toolbox of TDM and transit connectivity strategies that may effectively be applied to help mitigate the traffic impacts of the project are discussed in Section 4.8.4, Mitigation Measures, below.

Traffic Signal Upgrades

The traffic signals at many of the intersections within the City of Los Angeles currently operate using an older Type 170 traffic signal controller. Newer Model 2070 controllers provide for enhanced and real-time operation of the traffic signal timing. The upgrade of the controllers, when supplemented by the installation of strategically placed CCTV cameras and additional vehicle detector loops, is expected to reduce the V/C ratio of an intersection by a minimum of 0.01. These traffic signal hardware upgrades are needed to provide for enhanced operation of the City's ATSAC signal system, and to allow LADOT to manage traffic in direct response to real-time traffic flow. The strategic placement of a CCTV camera affords LADOT with the ability to monitor vehicles and buses, and respond to incidents that cause excessive delays. If any of these traffic signal upgrades are proposed as a mitigation to offset the significant traffic impacts of a development project, LADOT may require that not only the affected intersections, but also any intersections in the immediate vicinity as determined by LADOT, be upgraded by the project to qualify for the intersection V/C reduction of 0.01.

4.8.3.2 Thresholds of Significance

The State CEQA Guidelines Appendix G (14 CCR 15000 et seq.) have identified significance criteria to be considered for determining whether a project could have significant impacts on existing transportation and traffic. An impact would be considered significant if construction or operation of the proposed project would:

1. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

2. Conflict with an applicable CMP, including, but not limited to LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
3. 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.
4. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
5. Result in inadequate emergency access.
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or that otherwise decrease the performance or safety of such facilities.

The L.A. CEQA Thresholds Guide (2006) also provides thresholds for determining the significance of impacts related to transportation and traffic, which are similar to the thresholds established by LADOT. The established LADOT and Metro thresholds of significance are outlined below.

Traffic Operation on Local Roadways and CMP Facilities

The City of the Los Angeles, LADOT, and Metro have also established the significance thresholds to determine a project's impacts on operating quality of intersections and roadway/freeway segments. The following thresholds of significance apply to the study intersections and CMP facilities. The project's impacts on operating quality of intersections and roadway/freeway segments are discussed in Section 4.8.3.3, Construction Impacts, and Section 4.8.3.4, Operational Impacts.

Signalized Intersection

LADOT has established specific thresholds for project related increases in the V/C ratio of signalized study intersections, which are similar to the thresholds in the L.A. CEQA Thresholds Guide (2006). Table 4.8-7 shows the increases in peak-hour V/C ratios that would result in significant impacts.

Table 4.8-7. Significant Traffic Impact Thresholds

LOS	Final V/C*	Project Related V/C Increase
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	> 0.901 – 1.000	Equal to or greater than 0.010
F	Greater than 1.000	Equal to or greater than 0.010
* Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient and related project growth, and without proposed traffic impact mitigations. Source: Los Angeles Department of Transportation, 2012.		

CMP Freeway Mainline Segment

According to the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C greater than or equal to 0.02) and results in LOS F operations on the CMP facility (Los Angeles County Metropolitan Transportation Authority 2010).

Air Traffic Patterns

The maximum building height would be 8-, 11-, and 27-stories for Alternatives B1, B2, and B3, respectively, with parking provided on the ground floor and below grade. This is consistent with the development standards in the downtown area. These structures would not extend high enough to impede upon air traffic patterns. Therefore, the project would not result in a change in air traffic patterns or otherwise result in a safety risk, and impacts would not occur. Potential impacts on air traffic patterns are not analyzed further.

Roadway Safety

Based on the L.A. CEQA Thresholds Guide significance thresholds for bicycle, pedestrian and vehicular safety, the determination of significance is made on a case-by-case basis, considering the following factors:

- The amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facility the project driveway(s) crosses and the level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/ bicycle or vehicle/vehicle impacts.

Safety impacts are considered to be significant if design elements of the project would result in conditions that would increase the risk of accidents, either for vehicular or non-motorized traffic. Elements that could result in safety impacts include poor sight distance at project driveways, sharp curves, or substantial differences in speed between vehicles accessing the site and vehicles in general-purpose traffic.

Vehicular access and egress to the project site would be provided via parking lot driveways from Judge John Aiso Street for each of the three build alternatives. Alternative B1 and Alternative B3 would provide one driveway, and Alternative B2 would provide two driveways. The driveways would provide full-access and egress and would be stop sign-controlled for vehicles exiting the site. It should be noted that the project alternatives would be required to meet the City of Los Angeles design standards. Therefore, the project design is not anticipated to result in significant safety impacts on driveway access. Potential impacts on safety hazards are not analyzed further.

Emergency Access

Adequate emergency access routes must be maintained at all times during construction and after the project is completed. A significant impact would occur if the project failed to maintain emergency access and circulation at all times or caused an increase in response times.

Furthermore, according to the L.A. CEQA Thresholds Guide, a project would normally have a significant project access impact if the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the a.m. or p.m. peak hour, under cumulative plus project conditions.

The project alternatives would provide all required emergency access in accordance with the City of Los Angeles requirements. Therefore, the project would not result in inadequate emergency access. Potential impacts on emergency are not analyzed further.

Alternative Transportation

According to the L.A. CEQA Thresholds Guide, the determination of significance for impacts to transit service shall be made on a case-by-case basis, considering the projected number of additional transit passengers expected with implementation of the proposed project and available transit capacity.

The project is not expected to increase the biking or transit demand to a level where it could not be accommodated by existing or planned facilities. Sidewalks are generally provided in the street network within the study area. Therefore, the implementation of the project alternatives would have a less-than-significant impact on pedestrian, bicycle, and transit facilities and services. Potential impacts on alternative transportation are not analyzed further.

4.8.3.3 Construction Impacts

Alternative A – No Project

There would be no construction activity for Alternative A; therefore, there would be no construction related impact on transportation and traffic.

Alternative B1 – Rehabilitation

Demolition and construction of Alternative B1 would take place simultaneously for a period of approximately 18 to 24 months. It is anticipated that approximately 12 daily truck loads would be needed during demolition activities and 8 daily truck loads would be needed during construction work.

There is the potential for short-term adverse traffic and parking impacts in the project vicinity during construction. The additional trips generated by truck deliveries and construction workers could affect traffic flow within the study area. Construction activity could affect traffic along Judge John Aliso Street, Temple Street, 1st Street, and Los Angeles Street. Pedestrian traffic flow and transit access near the project site could be altered as a result of construction. Additionally, the availability of parking within the study area, especially on-street parking, could be affected if on-site parking is not sufficient to accommodate the construction workers. Occasional lane closures adjacent to the project site may occur during the construction process. However, all traffic and parking impacts would be of short duration. As construction access will be required at new or temporary driveways, and as construction will likely affect the public right-of-way, a construction staging and traffic management plan will be submitted to the Los Angeles Department of Public Works, Bureau of Engineering for review and approval prior to the issuance of any construction permits. With the finalized plan, potential construction-period impacts to vehicular traffic flow, pedestrian access, and transit access would be minimized and would be less than significant.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

For Alternative B2, demolition activities would last approximately 8 to 10 months and construction activities would last approximately 14 to 18 months. It is anticipated that approximately 12 daily truck loads would be needed during demolition activities and 8 daily truck loads would be needed during construction work.

Construction impacts on vehicular traffic flow, pedestrian access, and transit access would be similar to impacts described under Alternative B1. A construction staging and traffic management plan will be submitted to the Los Angeles Department of Public Works, Bureau of Engineering for review and approval prior to the issuance of any construction permits. With the final plan, construction impacts associated with this alternative would be less than significant.

Alternative B3 – Demolition and Build

For Alternative B3, demolition activities would last approximately 8 to 10 months and construction activities would last approximately 18 to 24 months. It is anticipated that approximately 12 daily truck loads would be needed during demolition activities and 8 daily truck loads would be needed during construction work.

Construction impacts on vehicular traffic flow, pedestrian access, and transit access would be similar to impacts described under Alternatives B1 and B2. A construction staging and traffic management plan will be submitted to the Los Angeles Department of Public Works, Bureau of Engineering for review and approval prior to the issuance of any construction permits. With the final plan, construction impacts associated with this alternative would be less than significant.

4.8.3.4 Operational Impacts

Alternative A – No Project

Based on the method described for forecasting traffic volumes for the Future without Project condition, a V/C ratio and corresponding LOS value were determined for each of the study intersection and summarized in Table 4.8-8. A 0.10 reduction in the V/C ratio is accounted at each of the study intersections, assuming the ATSAC plus ATCS program is implemented at all of the studyintersections by the year 2018, as discussed with LADOT staff. As shown in this table, all 30 study intersections are projected to operate at LOS D or better during both the AM and PM peak hours. The peak hour intersection turning movement volumes are provided in Appendix D.

As discussed under the Thresholds of Significance, traffic impacts are identified if the proposed development will result in a significant change in traffic conditions at a study intersection. Alternative A would not generate new vehicle trips to the study intersections, change the vehicle circulation on the study area roadways, or alter the use of transit service and non-motorized transportation facilities in the study area; therefore, there would be no traffic impact associated with Alternative A.

Table 4.8-8. Future without Project (Alternative A) Intersection LOS

No.	Study Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Alameda Street & Cesar E. Chavez Avenue	0.741	C	0.839	D
2	Alameda Street & Los Angeles Street	0.468	A	0.780	C
3	Los Angeles Street & Arcadia Street	0.377	A	0.402	A
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.639	B	0.679	B
5	Los Angeles Street & Aliso Street	0.261	A	0.520	A
6	Alameda Street/Aliso Street & Commercial Street	0.577	A	0.753	C
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.331	A	0.675	B
8	Broadway & Temple Street	0.708	C	0.707	C
9	Spring Street & Temple Street	0.553	A	0.520	A
10	Main Street & Temple Street	0.267	A	0.633	B
11	Los Angeles Street & Temple Street	0.578	A	0.669	B
12	Judge John Aiso Street & Temple Street	0.265	A	0.381	A
13	Alameda Street & Temple Street	0.605	B	0.847	D
14	Broadway & 1st Street	0.652	B	0.795	C
15	Spring Street & 1st Street	0.572	A	0.676	B
16	Main Street & 1st Street	0.461	A	0.836	D
17	Los Angeles Street & 1st Street	0.551	A	0.768	C
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.373	A	0.578	A
19	Central Avenue & 1st Street	0.333	A	0.617	B
20	Alameda Street & 1st Street	0.665	B	0.787	C
21	Vignes Street & 1st Street	0.411	A	0.736	C
22	US-101 NB Ramps & 1st Street	0.504	A	0.513	A
23	Main Street & 2nd Street	0.357	A	0.753	C
24	Los Angeles Street & 2nd Street	0.539	A	0.755	C
25	San Pedro Street & 2nd Street	0.411	A	0.575	A
26	Central Avenue & 2nd Street	0.445	A	0.586	A
27	Alameda Street & 2nd Street	0.518	A	0.685	B
28	Los Angeles Street & 3rd Street	0.611	B	0.610	B
29	San Pedro Street & 3rd Street	0.549	A	0.401	A
30	US-101 NB Off-ramp & 4th Street	0.701	C	0.398	A

Source: KOA 2012.

Alternative B1 – Rehabilitation

Operational traffic impacts of Alternative B1 on intersection operation are evaluated for the future with project conditions and the existing conditions. Traffic impacts at study intersections were determined by the changes in peak hour V/C ratio between the without-project condition and the with-project condition.

Table 4.8-9 summarizes the V/C ratio and corresponding intersection LOS for the future with Alternative B1 condition. All of the study intersections are projected to operate at LOS D or better during both the AM and PM peak hours. The increases in V/C caused by Alternative B1 and the results of impact determination are also summarized in the table. Based on LADOT's significant impact thresholds, Alternative B1 would result in a significant traffic impact at the following intersection under the future with project condition:

- Los Angeles Street and Temple Street

Table 4.8-10 summarizes the V/C ratio and corresponding intersection LOS for the existing with Alternative B1 condition. All of the study intersections are projected to operate at LOS D or better during both the AM and PM peak hours. The increases in V/C caused by Alternative B1 and the results of impact determination are also summarized in the table. Based on LADOT's significant impact thresholds, Alternative B1 would not result in a significant traffic impact at study intersections under the existing with project condition.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

Operational traffic impacts of Alternative B2 on intersection operation are evaluated for the future with project conditions and the existing conditions. Traffic impacts at study intersections were determined by the changes in peak hour V/C ratio between the without-project condition and the with-project condition.

Table 4.8-11 summarizes the V/C ratio and corresponding intersection LOS for the future with Alternative B2 condition. All of the study intersections are projected to operate at LOS D or better during both the AM and PM peak hours. The increases in V/C caused by Alternative B2 and the results of impact determination are also summarized in the table. Based on LADOT's significant impact thresholds, Alternative B2 would result in a significant traffic impact at the following intersections under the future with project condition:

- Los Angeles Street and Temple Street
- Alameda Street and Temple Street

Table 4.8-12 summarizes the V/C ratio and corresponding intersection LOS for the existing with Alternative B2 condition. All of the study intersections are projected to operate at LOS D or better during both the AM and PM peak hours. The increases in V/C caused by Alternative B2 and the results of impact determination are also summarized in the table. Based on LADOT's significant impact thresholds, Alternative B2 would not result in a significant traffic impact at study intersections under the existing with project condition.

Table 4.8-9. Future with Alternative B1 Intersection LOS and Impact Determination

No.	Study Intersection	Future 2018 Without Project				Future 2018 With Project (Alternative 1)				Change in V/C			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	Significant Impact ?	PM Peak Hour	Significant Impact ?
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
1	Alameda Street & Cesar E. Chavez Avenue	0.741	C	0.839	D	0.744	C	0.841	D	0.003	No	0.002	No
2	Alameda Street & Los Angeles Street	0.468	A	0.780	C	0.472	A	0.785	C	0.004	No	0.005	No
3	Los Angeles Street & Arcadia Street	0.377	A	0.402	A	0.381	A	0.437	A	0.004	No	0.035	No
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.639	B	0.679	B	0.647	B	0.687	B	0.008	No	0.008	No
5	Los Angeles Street & Aliso Street	0.261	A	0.520	A	0.267	A	0.544	A	0.006	No	0.024	No
6	Alameda Street/Aliso Street & Commercial Street	0.577	A	0.753	C	0.588	A	0.755	C	0.011	No	0.002	No
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.331	A	0.675	B	0.331	A	0.681	B	0.000	No	0.006	No
8	Broadway & Temple Street	0.708	C	0.707	C	0.709	C	0.715	C	0.001	No	0.008	No
9	Spring Street & Temple Street	0.553	A	0.520	A	0.560	A	0.524	A	0.007	No	0.004	No
10	Main Street & Temple Street	0.267	A	0.633	B	0.268	A	0.641	B	0.001	No	0.008	No
11	Los Angeles Street & Temple Street	0.578	A	0.669	B	0.597	A	0.710	C	0.019	No	0.041	**Yes**
12	Judge John Aiso Street & Temple Street	0.265	A	0.381	A	0.350	A	0.472	A	0.085	No	0.091	No
13	Alameda Street & Temple Street	0.605	B	0.847	D	0.608	B	0.865	D	0.003	No	0.018	No
14	Broadway & 1st Street	0.652	B	0.795	C	0.653	B	0.800	C	0.001	No	0.005	No
15	Spring Street & 1st Street	0.572	A	0.676	B	0.573	A	0.680	B	0.001	No	0.004	No
16	Main Street & 1st Street	0.461	A	0.836	D	0.462	A	0.842	D	0.001	No	0.006	No
17	Los Angeles Street & 1st Street	0.551	A	0.768	C	0.551	A	0.782	C	0.000	No	0.014	No
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.373	A	0.578	A	0.405	A	0.599	A	0.032	No	0.021	No
19	Central Avenue & 1st Street	0.333	A	0.617	B	0.337	A	0.626	B	0.004	No	0.009	No
20	Alameda Street & 1st Street	0.665	B	0.787	C	0.676	B	0.789	C	0.011	No	0.002	No
21	Vignes Street & 1st Street	0.411	A	0.736	C	0.417	A	0.744	C	0.006	No	0.008	No
22	US-101 NB Ramps & 1st Street	0.504	A	0.513	A	0.515	A	0.523	A	0.011	No	0.010	No
23	Main Street & 2nd Street	0.357	A	0.753	C	0.358	A	0.757	C	0.001	No	0.004	No
24	Los Angeles Street & 2nd Street	0.539	A	0.755	C	0.543	A	0.759	C	0.004	No	0.004	No
25	San Pedro Street & 2nd Street	0.411	A	0.575	A	0.412	A	0.579	A	0.001	No	0.004	No
26	Central Avenue & 2nd Street	0.445	A	0.586	A	0.445	A	0.587	A	0.000	No	0.001	No
27	Alameda Street & 2nd Street	0.518	A	0.685	B	0.518	A	0.687	B	0.000	No	0.002	No
28	Los Angeles Street & 3rd Street	0.611	B	0.610	B	0.612	B	0.679	B	0.001	No	0.069	No
29	San Pedro Street & 3rd Street	0.549	A	0.401	A	0.551	A	0.411	A	0.002	No	0.010	No
30	US-101 NB Off-ramp & 4th Street	0.701	C	0.398	A	0.703	C	0.400	A	0.002	No	0.002	No

Source: KOA 2012.

Table 4.8-10. Existing with Alternative B1 Intersection LOS and Impact Determination

No.	Study Intersection	Existing				Existing plus Project (Alternative 1)				Change in V/C			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	Significant Impact ?	PM Peak Hour	Significant Impact ?
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
1	Alameda Street & Cesar E. Chavez Avenue	0.657	B	0.721	C	0.659	B	0.726	C	0.002	No	0.005	No
2	Alameda Street & Los Angeles Street	0.390	A	0.489	A	0.393	A	0.494	A	0.003	No	0.005	No
3	Los Angeles Street & Arcadia Street	0.351	A	0.359	A	0.356	A	0.394	A	0.005	No	0.035	No
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.565	A	0.551	A	0.572	A	0.556	A	0.007	No	0.005	No
5	Los Angeles Street & Aliso Street	0.253	A	0.405	A	0.260	A	0.439	A	0.007	No	0.034	No
6	Alameda Street/Aliso Street & Commercial Street	0.454	A	0.516	A	0.465	A	0.518	A	0.011	No	0.002	No
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.198	A	0.472	A	0.198	A	0.478	A	0.000	No	0.006	No
8	Broadway & Temple Street	0.579	A	0.603	B	0.585	A	0.611	B	0.006	No	0.008	No
9	Spring Street & Temple Street	0.497	A	0.369	A	0.504	A	0.372	A	0.007	No	0.003	No
10	Main Street & Temple Street	0.242	A	0.565	A	0.242	A	0.573	A	0.000	No	0.008	No
11	Los Angeles Street & Temple Street	0.510	A	0.539	A	0.517	A	0.579	A	0.007	No	0.040	No
12	Judge John Aiso Street & Temple Street	0.232	A	0.341	A	0.317	A	0.432	A	0.085	No	0.091	No
13	Alameda Street & Temple Street	0.523	A	0.637	B	0.527	A	0.644	B	0.004	No	0.007	No
14	Broadway & 1st Street	0.512	A	0.678	B	0.513	A	0.683	B	0.001	No	0.005	No
15	Spring Street & 1st Street	0.485	A	0.447	A	0.486	A	0.452	A	0.001	No	0.005	No
16	Main Street & 1st Street	0.396	A	0.703	C	0.397	A	0.709	C	0.001	No	0.006	No
17	Los Angeles Street & 1st Street	0.441	A	0.635	B	0.442	A	0.649	B	0.001	No	0.014	No
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.334	A	0.507	A	0.365	A	0.528	A	0.031	No	0.021	No
19	Central Avenue & 1st Street	0.301	A	0.534	A	0.304	A	0.543	A	0.003	No	0.009	No
20	Alameda Street & 1st Street	0.583	A	0.665	B	0.595	A	0.668	B	0.012	No	0.003	No
21	Vignes Street & 1st Street	0.345	A	0.511	A	0.351	A	0.519	A	0.006	No	0.008	No
22	US-101 NB Ramps & 1st Street	0.379	A	0.392	A	0.391	A	0.402	A	0.012	No	0.010	No
23	Main Street & 2nd Street	0.327	A	0.663	B	0.331	A	0.666	B	0.004	No	0.003	No
24	Los Angeles Street & 2nd Street	0.467	A	0.609	B	0.471	A	0.613	B	0.004	No	0.004	No
25	San Pedro Street & 2nd Street	0.379	A	0.518	A	0.380	A	0.522	A	0.001	No	0.004	No
26	Central Avenue & 2nd Street	0.406	A	0.525	A	0.406	A	0.525	A	0.000	No	0.000	No
27	Alameda Street & 2nd Street	0.438	A	0.528	A	0.438	A	0.531	A	0.000	No	0.003	No
28	Los Angeles Street & 3rd Street	0.551	A	0.553	A	0.552	A	0.555	A	0.001	No	0.002	No
29	San Pedro Street & 3rd Street	0.515	A	0.376	A	0.517	A	0.386	A	0.002	No	0.010	No
30	US-101 NB Off-ramp & 4th Street	0.631	B	0.334	A	0.633	B	0.335	A	0.002	No	0.001	No

Source: KOA 2012.

Table 4.8-11. Future with Alternative B2 Intersection LOS and Impact Determination

No.	Study Intersection	Future 2018 Without Project				Future 2018 With Project (Alternative 2)				Change in V/C			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	Significant Impact ?	PM Peak Hour	Significant Impact ?
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
1	Alameda Street & Cesar E. Chavez Avenue	0.741	C	0.839	D	0.748	C	0.847	D	0.007	No	0.008	No
2	Alameda Street & Los Angeles Street	0.468	A	0.780	C	0.477	A	0.791	C	0.009	No	0.011	No
3	Los Angeles Street & Arcadia Street	0.377	A	0.402	A	0.387	A	0.480	A	0.010	No	0.078	No
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.639	B	0.679	B	0.655	B	0.696	B	0.016	No	0.017	No
5	Los Angeles Street & Aliso Street	0.261	A	0.520	A	0.275	A	0.573	A	0.014	No	0.053	No
6	Alameda Street/Aliso Street & Commercial Street	0.577	A	0.753	C	0.601	B	0.759	C	0.024	No	0.006	No
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.331	A	0.675	B	0.332	A	0.688	B	0.001	No	0.013	No
8	Broadway & Temple Street	0.708	C	0.707	C	0.715	C	0.725	C	0.007	No	0.018	No
9	Spring Street & Temple Street	0.553	A	0.520	A	0.569	A	0.527	A	0.016	No	0.007	No
10	Main Street & Temple Street	0.267	A	0.633	B	0.269	A	0.650	B	0.002	No	0.017	No
11	Los Angeles Street & Temple Street	0.578	A	0.669	B	0.699	B	0.761	C	0.121	No	0.092	**Yes**
12	Judge John Aiso Street & Temple Street	0.265	A	0.381	A	0.453	A	0.583	A	0.188	No	0.202	No
13	Alameda Street & Temple Street	0.605	B	0.847	D	0.613	B	0.887	D	0.008	No	0.040	**Yes**
14	Broadway & 1st Street	0.652	B	0.795	C	0.654	B	0.805	D	0.002	No	0.010	No
15	Spring Street & 1st Street	0.572	A	0.676	B	0.574	A	0.685	B	0.002	No	0.009	No
16	Main Street & 1st Street	0.461	A	0.836	D	0.464	A	0.849	D	0.003	No	0.013	No
17	Los Angeles Street & 1st Street	0.551	A	0.768	C	0.553	A	0.799	C	0.002	No	0.031	No
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.373	A	0.578	A	0.443	A	0.694	B	0.070	No	0.116	No
19	Central Avenue & 1st Street	0.333	A	0.617	B	0.340	A	0.637	B	0.007	No	0.020	No
20	Alameda Street & 1st Street	0.665	B	0.787	C	0.690	B	0.793	C	0.025	No	0.006	No
21	Vignes Street & 1st Street	0.411	A	0.736	C	0.425	A	0.753	C	0.014	No	0.017	No
22	US-101 NB Ramps & 1st Street	0.504	A	0.513	A	0.528	A	0.535	A	0.024	No	0.022	No
23	Main Street & 2nd Street	0.357	A	0.753	C	0.359	A	0.761	C	0.002	No	0.008	No
24	Los Angeles Street & 2nd Street	0.539	A	0.755	C	0.548	A	0.764	C	0.009	No	0.009	No
25	San Pedro Street & 2nd Street	0.411	A	0.575	A	0.414	A	0.583	A	0.003	No	0.008	No
26	Central Avenue & 2nd Street	0.445	A	0.586	A	0.445	A	0.587	A	0.000	No	0.001	No
27	Alameda Street & 2nd Street	0.518	A	0.685	B	0.518	A	0.688	B	0.000	No	0.003	No
28	Los Angeles Street & 3rd Street	0.611	B	0.610	B	0.613	B	0.682	B	0.002	No	0.072	No
29	San Pedro Street & 3rd Street	0.549	A	0.401	A	0.555	A	0.423	A	0.006	No	0.022	No
30	US-101 NB Off-ramp & 4th Street	0.701	C	0.398	A	0.705	C	0.402	A	0.004	No	0.004	No

Source: KOA 2012.

Table 4.8-12. Existing with Alternative B2 Intersection LOS and Impact Determination

No.	Study Intersection	Existing				Existing plus Project (Alternative 2)				Change in V/C			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	Significant Impact ?	PM Peak Hour	Significant Impact ?
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
1	Alameda Street & Cesar E. Chavez Avenue	0.657	B	0.721	C	0.662	B	0.734	C	0.005	No	0.013	No
2	Alameda Street & Los Angeles Street	0.390	A	0.489	A	0.398	A	0.500	A	0.008	No	0.011	No
3	Los Angeles Street & Arcadia Street	0.351	A	0.359	A	0.361	A	0.437	A	0.010	No	0.078	No
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.565	A	0.551	A	0.580	A	0.563	A	0.015	No	0.012	No
5	Los Angeles Street & Aliso Street	0.253	A	0.405	A	0.267	A	0.480	A	0.014	No	0.075	No
6	Alameda Street/Aliso Street & Commercial Street	0.454	A	0.516	A	0.478	A	0.522	A	0.024	No	0.006	No
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.198	A	0.472	A	0.200	A	0.483	A	0.002	No	0.011	No
8	Broadway & Temple Street	0.579	A	0.603	B	0.592	A	0.621	B	0.013	No	0.018	No
9	Spring Street & Temple Street	0.497	A	0.369	A	0.513	A	0.376	A	0.016	No	0.007	No
10	Main Street & Temple Street	0.242	A	0.565	A	0.244	A	0.582	A	0.002	No	0.017	No
11	Los Angeles Street & Temple Street	0.510	A	0.539	A	0.530	A	0.655	B	0.020	No	0.116	No
12	Judge John Aiso Street & Temple Street	0.232	A	0.341	A	0.426	A	0.543	A	0.194	No	0.202	No
13	Alameda Street & Temple Street	0.523	A	0.637	B	0.531	A	0.667	B	0.008	No	0.030	No
14	Broadway & 1st Street	0.512	A	0.678	B	0.514	A	0.689	B	0.002	No	0.011	No
15	Spring Street & 1st Street	0.485	A	0.447	A	0.486	A	0.458	A	0.001	No	0.011	No
16	Main Street & 1st Street	0.396	A	0.703	C	0.398	A	0.716	C	0.002	No	0.013	No
17	Los Angeles Street & 1st Street	0.441	A	0.635	B	0.443	A	0.665	B	0.002	No	0.030	No
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.334	A	0.507	A	0.403	A	0.554	A	0.069	No	0.047	No
19	Central Avenue & 1st Street	0.301	A	0.534	A	0.307	A	0.555	A	0.006	No	0.021	No
20	Alameda Street & 1st Street	0.583	A	0.665	B	0.609	B	0.671	B	0.026	No	0.006	No
21	Vignes Street & 1st Street	0.345	A	0.511	A	0.359	A	0.528	A	0.014	No	0.017	No
22	US-101 NB Ramps & 1st Street	0.379	A	0.392	A	0.403	A	0.414	A	0.024	No	0.022	No
23	Main Street & 2nd Street	0.327	A	0.663	B	0.337	A	0.671	B	0.010	No	0.008	No
24	Los Angeles Street & 2nd Street	0.467	A	0.609	B	0.476	A	0.618	B	0.009	No	0.009	No
25	San Pedro Street & 2nd Street	0.379	A	0.518	A	0.381	A	0.527	A	0.002	No	0.009	No
26	Central Avenue & 2nd Street	0.406	A	0.525	A	0.407	A	0.526	A	0.001	No	0.001	No
27	Alameda Street & 2nd Street	0.438	A	0.528	A	0.439	A	0.534	A	0.001	No	0.006	No
28	Los Angeles Street & 3rd Street	0.551	A	0.553	A	0.553	A	0.557	A	0.002	No	0.004	No
29	San Pedro Street & 3rd Street	0.515	A	0.376	A	0.521	A	0.398	A	0.006	No	0.022	No
30	US-101 NB Off-ramp & 4th Street	0.631	B	0.334	A	0.635	B	0.338	A	0.004	No	0.004	No

Source: KOA 2012.

Alternative B3 – Demolition and Build

Signalized Intersections

Operational traffic impacts of Alternative B3 on intersection operation are evaluated for the future with project conditions and the existing conditions. Traffic impacts at study intersections were determined by the changes in peak hour V/C ratio between the without-project condition and the with-project condition.

Table 4.8-13 summarizes the V/C ratio and corresponding intersection LOS for the future with Alternative B3 condition. All of the study intersections are projected to operate at LOS D or better during both the AM and PM peak hours with the exception of the intersection of Alameda Street and Temple Street, which is anticipated to operate at LOS E during the PM peak hour. The increases in V/C caused by Alternative B3 and the results of impact determination are also summarized in the table. Based on LADOT's significant impact thresholds, Alternative B3 would result in a significant traffic impact at the following intersections under the future with project condition:

- Los Angeles Street and Temple Street
- Judge John Aiso Street and Temple Street
- Alameda Street and Temple Street
- Main Street and 1st Street
- Los Angeles Street and 1st Street
- Judge John Aiso Street/San Pedro Street and 1st Street

Table 4.8-14 summarizes the V/C ratio and corresponding intersection LOS for the existing with Alternative B3 condition. All of the study intersections are projected to operate at LOS D or better during both the AM and PM peak hours. The increases in V/C caused by Alternative B3 and the results of impact determination are also summarized in the table. Based on LADOT's significant impact thresholds, Alternative B3 would result in a significant traffic impact at the following intersection under the existing with project condition.

- Los Angeles Street and Temple Street

CMP Freeway Mainline Segment

Table 4.18-15 provides a summary of the CMP freeway mainline analysis under the future with project conditions. As shown in this table, traffic associated with Alternative B3 would not significantly affect the CMP freeway monitoring location on US-101 north of Vignes Street.

Table 4.18-16 provides a summary of the CMP freeway mainline analysis under the existing with project conditions. As shown in this table, traffic associated with Alternative B3 would not significantly affect the CMP freeway monitoring location on US-101 north of Vignes Street.

Table 4.8-13. Future with Alternative B3 Intersection LOS and Impact Determination

No.	Study Intersection	Future 2018 Without Project				Future 2018 With Project (Alternative 3)				Change in V/C			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	Significant Impact ?	PM Peak Hour	Significant Impact ?
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
1	Alameda Street & Cesar E. Chavez Avenue	0.741	C	0.839	D	0.757	C	0.854	D	0.016	No	0.015	No
2	Alameda Street & Los Angeles Street	0.468	A	0.780	C	0.482	A	0.797	C	0.014	No	0.017	No
3	Los Angeles Street & Arcadia Street	0.377	A	0.402	A	0.393	A	0.523	A	0.016	No	0.121	No
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.639	B	0.679	B	0.664	B	0.705	C	0.025	No	0.026	No
5	Los Angeles Street & Aliso Street	0.261	A	0.520	A	0.282	A	0.605	B	0.021	No	0.085	No
6	Alameda Street/Aliso Street & Commercial Street	0.577	A	0.753	C	0.614	B	0.762	C	0.037	No	0.009	No
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.331	A	0.675	B	0.333	A	0.694	B	0.002	No	0.019	No
8	Broadway & Temple Street	0.708	C	0.707	C	0.722	C	0.734	C	0.014	No	0.027	No
9	Spring Street & Temple Street	0.553	A	0.520	A	0.578	A	0.532	A	0.025	No	0.012	No
10	Main Street & Temple Street	0.267	A	0.633	B	0.271	A	0.660	B	0.004	No	0.027	No
11	Los Angeles Street & Temple Street	0.578	A	0.669	B	0.801	D	0.867	D	0.223	**Yes**	0.198	**Yes**
12	Judge John Aiso Street & Temple Street	0.265	A	0.381	A	0.565	A	0.705	C	0.300	No	0.324	**Yes**
13	Alameda Street & Temple Street	0.605	B	0.847	D	0.616	B	0.909	E	0.011	No	0.062	**Yes**
14	Broadway & 1st Street	0.652	B	0.795	C	0.654	B	0.811	D	0.002	No	0.016	No
15	Spring Street & 1st Street	0.572	A	0.676	B	0.574	A	0.690	B	0.002	No	0.014	No
16	Main Street & 1st Street	0.461	A	0.836	D	0.464	A	0.856	D	0.003	No	0.020	**Yes**
17	Los Angeles Street & 1st Street	0.551	A	0.768	C	0.553	A	0.815	D	0.002	No	0.047	**Yes**
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.373	A	0.578	A	0.481	A	0.721	C	0.108	No	0.143	**Yes**
19	Central Avenue & 1st Street	0.333	A	0.617	B	0.343	A	0.648	B	0.010	No	0.031	No
20	Alameda Street & 1st Street	0.665	B	0.787	C	0.704	C	0.796	C	0.039	No	0.009	No
21	Vignes Street & 1st Street	0.411	A	0.736	C	0.433	A	0.762	C	0.022	No	0.026	No
22	US-101 NB Ramps & 1st Street	0.504	A	0.513	A	0.541	A	0.547	A	0.037	No	0.034	No
23	Main Street & 2nd Street	0.357	A	0.753	C	0.364	A	0.767	C	0.007	No	0.014	No
24	Los Angeles Street & 2nd Street	0.539	A	0.755	C	0.553	A	0.769	C	0.014	No	0.014	No
25	San Pedro Street & 2nd Street	0.411	A	0.575	A	0.415	A	0.588	A	0.004	No	0.013	No
26	Central Avenue & 2nd Street	0.445	A	0.586	A	0.445	A	0.589	A	0.000	No	0.003	No
27	Alameda Street & 2nd Street	0.518	A	0.685	B	0.519	A	0.689	B	0.001	No	0.004	No
28	Los Angeles Street & 3rd Street	0.611	B	0.610	B	0.613	B	0.685	B	0.002	No	0.075	No
29	San Pedro Street & 3rd Street	0.549	A	0.401	A	0.557	A	0.434	A	0.008	No	0.033	No
30	US-101 NB Off-ramp & 4th Street	0.701	C	0.398	A	0.709	C	0.403	A	0.008	No	0.005	No

Source: KOA 2012.

Table 4.8-14. Existing with Alternative B3 Intersection LOS and Impact Determination

No.	Study Intersection	Existing				Existing plus Project (Alternative 3)				Change in V/C			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	Significant Impact ?	PM Peak Hour	Significant Impact ?
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
1	Alameda Street & Cesar E. Chavez Avenue	0.657	B	0.721	C	0.665	B	0.741	C	0.008	No	0.020	No
2	Alameda Street & Los Angeles Street	0.390	A	0.489	A	0.403	A	0.506	A	0.013	No	0.017	No
3	Los Angeles Street & Arcadia Street	0.351	A	0.359	A	0.368	A	0.480	A	0.017	No	0.121	No
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.565	A	0.551	A	0.588	A	0.573	A	0.023	No	0.022	No
5	Los Angeles Street & Aliso Street	0.253	A	0.405	A	0.275	A	0.521	A	0.022	No	0.116	No
6	Alameda Street/Aliso Street & Commercial Street	0.454	A	0.516	A	0.491	A	0.524	A	0.037	No	0.008	No
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.198	A	0.472	A	0.201	A	0.491	A	0.003	No	0.019	No
8	Broadway & Temple Street	0.579	A	0.603	B	0.599	A	0.630	B	0.020	No	0.027	No
9	Spring Street & Temple Street	0.497	A	0.369	A	0.522	A	0.380	A	0.025	No	0.011	No
10	Main Street & Temple Street	0.242	A	0.565	A	0.246	A	0.591	A	0.004	No	0.026	No
11	Los Angeles Street & Temple Street	0.510	A	0.539	A	0.632	B	0.785	C	0.122	No	0.246	**Yes**
12	Judge John Aiso Street & Temple Street	0.232	A	0.341	A	0.579	A	0.665	B	0.347	No	0.324	No
13	Alameda Street & Temple Street	0.523	A	0.637	B	0.535	A	0.689	B	0.012	No	0.052	No
14	Broadway & 1st Street	0.512	A	0.678	B	0.515	A	0.695	B	0.003	No	0.017	No
15	Spring Street & 1st Street	0.485	A	0.447	A	0.487	A	0.464	A	0.002	No	0.017	No
16	Main Street & 1st Street	0.396	A	0.703	C	0.399	A	0.724	C	0.003	No	0.021	No
17	Los Angeles Street & 1st Street	0.441	A	0.635	B	0.443	A	0.682	B	0.002	No	0.047	No
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.334	A	0.507	A	0.441	A	0.647	B	0.107	No	0.140	No
19	Central Avenue & 1st Street	0.301	A	0.534	A	0.310	A	0.565	A	0.009	No	0.031	No
20	Alameda Street & 1st Street	0.583	A	0.665	B	0.623	B	0.674	B	0.040	No	0.009	No
21	Vignes Street & 1st Street	0.345	A	0.511	A	0.366	A	0.537	A	0.021	No	0.026	No
22	US-101 NB Ramps & 1st Street	0.379	A	0.392	A	0.417	A	0.426	A	0.038	No	0.034	No
23	Main Street & 2nd Street	0.327	A	0.663	B	0.342	A	0.676	B	0.015	No	0.013	No
24	Los Angeles Street & 2nd Street	0.467	A	0.609	B	0.481	A	0.623	B	0.014	No	0.014	No
25	San Pedro Street & 2nd Street	0.379	A	0.518	A	0.383	A	0.531	A	0.004	No	0.013	No
26	Central Avenue & 2nd Street	0.406	A	0.525	A	0.407	A	0.527	A	0.001	No	0.002	No
27	Alameda Street & 2nd Street	0.438	A	0.528	A	0.439	A	0.538	A	0.001	No	0.010	No
28	Los Angeles Street & 3rd Street	0.551	A	0.553	A	0.553	A	0.560	A	0.002	No	0.007	No
29	San Pedro Street & 3rd Street	0.515	A	0.376	A	0.523	A	0.409	A	0.008	No	0.033	No
30	US-101 NB Off-ramp & 4th Street	0.631	B	0.334	A	0.637	B	0.339	A	0.006	No	0.005	No

Source: KOA 2012.

Table 4.8-15. Future with Alternative B3 Freeway Mainline LOS and Impact Determination

Freeway Segment	Direction	Peak Hour	Capacity	Future Without Project			Project Alt 3 Only	Future with Project (Alternative 3)			D/C Increase	Significant Impact?
				Volumes	D/C	LOS		Volumes	D/C	LOS		
US-101 Freeway	NB	AM	10,000	11,785	1.179	F(0)	167	11,952	1.195	F(0)	0.017	NO
north of Vignes Street		PM	10,000	11,677	1.168	F(0)	78	11,755	1.176	F(0)	0.008	NO
	SB	AM	8,000	7,677	0.960	E	15	7,692	0.962	E	0.002	NO
		PM	8,000	11,677	1.460	F(3)	122	11,799	1.475	F(3)	0.015	NO

Source: KOA 2012.

Table 4.8-16. Existing with Alternative B3 Freeway Mainline LOS and Impact Determination

Freeway Segment	Direction	Peak Hour	Capacity	Existing			Project Alt 3 Only	Existing + Project (Alternative 3)			D/C Increase	Significant Impact?
				Volumes	D/C	LOS		Volumes	D/C	LOS		
US-101 Freeway	NB	AM	10,000	11,118	1.112	F(0)	167	11,285	1.129	F(0)	0.017	NO
north of Vignes Street		PM	10,000	11,016	1.102	F(0)	78	11,094	1.109	F(0)	0.008	NO
	SB	AM	8,000	7,242	0.905	D	15	7,257	0.907	D	0.002	NO
		PM	8,000	11,016	1.377	F(2)	122	11,138	1.392	F(2)	0.015	NO

Source: KOA 2012.

4.8.4 Mitigation Measures

Alternative A - No Project

There would be no transportation and traffic impact associated with Alternative A. No mitigation is required.

Alternative B1 – Rehabilitation

The mitigation measures that have been identified for Alternative B1 include TDM measures, transit connectivity measures, and a variety of aggressive, non-traditional measures to maximize mobility. These measures will include strategies to increase the attractiveness of transit and non-motorized modes by offering services and strategies that offer flexible cost-effective options to driving.

TRANS-1: Implement comprehensive TDM and transit connectivity strategies.

The applicant is proposing to implement comprehensive TDM and transit connectivity strategies in order to reduce additional project vehicle trips that would minimize traffic related impacts of the project. The TDM plan will promote the City's policies through strategies that reduce vehicular use by project employees and other users of the site (e.g. visitors) during peak periods to include transit and pedestrian-friendly amenities such as safe and walkable sidewalks.

It should be noted that a preliminary TDM and transit connectivity plan would need to be submitted to LADOT for approval prior to the issuance of the project's first building permit, and a final TDM plan must be prepared and approved by LADOT prior to the issuance of the project's first certificate of occupancy. The goals of these plans would need to be identified in the final TDM plan or site design.

- **Site Improvements -** The design and operation of the site to the extent feasible shall be designed into the project to emphasize:
  - A bicycle, transit, and pedestrian friendly environment.
  - Preferential loading and unloading for carpools, high-occupancy vehicles (HOV), and taxis makes it more convenient and attractive to passengers.
  - Wayfinding signage guides that direct people to different elements of a site.
  - Carpool and vanpool parking shall be closest to the entrance of a building or on the first floor of a garage or structure to reward participants.
  - Bicycle parking shall be convenient, plentiful, well lit and secure.
  - Shower and locker facilities are an important part of the decision for an employee to bike to work.
  - Enhanced pedestrian and bicycle pathways for convenient, direct and secure connections.
  - Provision of a self-service bicycle repair area and shared tools for employees.
  - Coordinate with LADOT to provide space for a future Integrated Mobility Hub (see TRANS-2)

It must be emphasized that integrating non-auto oriented improvements into the heart of the site rather than off to the side or in a remote corner are paramount to their success. Parking for bicycles shall be convenient and near the front door to facilities and be plentiful and well lit.

- **Car-Sharing and Short Term Car Rental –** Provide on demand access to a fleet of cars for short duration or unexpected trips and provide a minimum of five spaces for a shared car program. These programs reduce the need for individual to own a car or perhaps a second one. They would enhance the transit oriented nature of the project because it would allow individuals working and shopping at the site to rely on transit with the knowledge that an automobile is available with relative ease for those trips where transit or other modes are impractical. These programs save costs to individuals and businesses and could reduce the parking demand of the project.
- **Bike Sharing –** Provide a bike sharing program. With bike sharing, individuals have access to a shared fleet of bicycles on an as-needed basis. It provides a good alternative to autos and because the regional bus fleet and rail systems are bike accessible, it provides a link to transit on both ends of a trip. An added benefit is reduced emissions due to fewer vehicle trips.
- **Transportation Coordinator –** Provide a transportation coordinator (TC), which is a permanent on-site staff position assigned to administer the requirements of a TDM program. Under this strategy, a transportation management association (TMA) shall be formed onsite or the project could become a part of an existing TMA in the area that would help in promoting awareness of the available TDM strategies and creating Transportation Management Plans (TMP) for the employees and patrons of the site.
- **Transportation Information Center –** Provide a Transportation Information Center (TIC), which is a centrally-located commuter information center where both the employees and visitors can obtain information regarding commute programs, and individuals could obtain real-time information for planning travel without using an automobile. Strategically placed kiosks can provide trip planning and real time bus and train arrival information for users. Providing real-time transit information allows users to know exactly when the next bus or train will arrive and is an important tool in enhancing transit system connectivity.
- **Transit, Bike and Walk Promotions and Information Materials –** This shall include a commuter information packet (CIP), a commuter benefits brochure that contains complete information about various transportation benefits available to individuals, transportation/transit options, HOV programs and discounts, bicycling amenities, transportation subsidies, and other elements that may be available. The CIP shall be written in multiple languages such as English, Spanish, and Chinese. The CIP shall be distributed to tenant employees, other building workers and occupants and at promotional events.
- **Tenant Participation –** Under this strategy, the transportation coordinator shall facilitate tenant and employee awareness and participation in the TMP by distributing the information to tenants at least once each year.
- **Carpooling and Rideshare Matching Opportunities –** This strategy shall coordinate ridesharing programs among various building tenants and their employees, provide ride-match services within the building or engage other ride-match facilitators (such as its tenants) to provide this service. It could be applied two different ways. One method is to make available “on the spot” ridesharing. This strategy maximizes trip flexibility for the

individual because they do not need to make long term plans and commitments. There are a number of internet-based programs that could be used to match the mobility needs of travelers with drivers. The more traditional method would be to have the TMA provide an online daily and/or long-term commute ride-matching service to match interested patrons with carpools and vanpools. The rideshare matching services could also be extended to other employers in close proximity to the project site.

- **Guaranteed Ride Home Program –** This strategy provides a guaranteed ride home program for (occupants/employees) who use a commute mode other than driving. Employers may establish their own program or contract this service with a public agency or private contractor.
- **Transit Pass Sales –** Under this strategy employers or a central management operator can contract with the Metro to become authorized to directly sell transit passes to their on-site employees. In addition they could provide transportation subsidies to building occupants/employees who commute via non-motorized or non-single occupancy vehicle modes.
- **Commuter Benefits –** This strategy, pursuant to Internal Revenue Code Section 132 (f), states that employers should arrange pre-tax dollar transit commute expense accounts to provide transportation fringe benefits to eligible employees.
- **Flexible/Alternative Work Schedules and Telecommuting Programs –** With this strategy, employers allow employees to work flexible and alternative work schedules so that their arrival and departure to the site varies to reduce trips during peak periods. Telecommuting eliminates any trips to the site since the employee would be working off-site.
- **Expanded DASH Service –** Provide additional service and/or capacity to the DASH downtown system via new routes to the project site. Contributions could be in the form of the purchase of new DASH vehicles or subsidy of service for a fixed period of time.
- **Taxi Services –** Provide taxi services. Taxis provide on-demand mobility for short and medium length trips. Expanding the City's "hail-a-taxi" demonstration program to the project site and surrounding area would provide convenient mobility alternatives for unscheduled or quick trips. In addition, taxis could and should be equipped to accept regional transit fare cards such as Metro TAP smart card technology. A single method of fare payment would greatly enhance non-auto oriented trip choices. Taxi services can also complement the guaranteed ride home program.

TRANS-2: Integrated Mobility Hub.

LADOT has been awarded grant funds to implement shared-vehicle stations within Downtown Los Angeles. This program, known as the Integrated Mobility Hubs project, would provide secure bike parking and a fleet of shared bikes and cars in an attempt to enhance urban mobility and serve as an extension of the current transportation network. The program can provide a form of "on-demand" transportation supplying Downtown-area users with a convenient and reliable option for one or more of the legs of their commute while being environmentally friendly and furthering greenhouse gas emission reduction goals. For many, transit use is not often the most convenient choice because station endpoints are often beyond desirable walking distances to a traveler's final destination. Integrated mobility hubs provide an opportunity to

customize the first and last mile experience by providing the end-user with vehicle options that would meet their particular trip needs for that day. Providing more first or last mile mobility choices can lead to increased use of public transit and introduce new transit riders.

Given the project's close proximity to Union Station, the Metro Gold Line Little Tokyo/Arts District station and several Metro bus stops, the project location is well-suited for increased use of public transit by occupants of the project. To support the goals of the project's TDM plan and to expand the City's program, the project shall coordinate with LADOT to provide space for a Mobility Hub in a convenient location within or near the project site. The project can also potentially provide on-site parking spaces for the shared-car component of the Mobility Hubs program. The project shall also provide space that would accommodate bicycle parking, bicycle lockers, and shared bicycles. LADOT is currently working on an operating plan and assessment study for the Mobility Hubs project that will include specific sites, designs and blueprints for Mobility Hub stations. The results of this study will assist in determining the appropriate location and space needed to accommodate a Mobility Hub at the project site.

TRANS-3: Transit/Pedestrian Enhancements

The project shall provide a pedestrian friendly environment through sidewalk pavement reconstruction/improvements, and improved amenities, such as landscaping and shading, particularly along the sidewalks.

TRANS-4: Bike Plan Trust Fund

The project shall contribute a one-time fixed-fee of $250,000 to be deposited into the City's Bicycle Plan Trust Fund. These funds would be used by LADOT, in coordination with the Department of City Planning and Council District 14, to implement bicycle improvements within the Downtown area. However, improvements within Downtown that are consistent with the City's complete streets and smart growth policies would also be eligible expenses utilizing these funds.

Table 4.8-17 presents the V/C ratio at the impacted intersection with the implementation of Mitigation Measure TRANS-1, TRANS-2, TRANS-3, and TRANS-4, and the results of impact determination. With the recommended mitigation measures, the affected intersection would be reduced to a less-than-significant level.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

The mitigation measures that have been identified for Alternative B2 include the implementation of comprehensive TDM and transit connectivity strategies (Mitigation Measure TRANS-1), Integrated Mobility Hub (Mitigation Measure TRANS-2), Transit/Pedestrian Enhancements (Mitigation Measure TRANS-3), and Bike Plan Trust fund (Mitigation Measure TRANS-4) described under Alternative B1 and the implementation of traffic signal upgrades (Mitigation Measure TRANS-5) described below.

TRANS-5: Upgrade traffic signals at seven study intersections and three adjacent locations.

As described in Section 4.8.3.1, Methodology, under the Traffic Signal Upgrades, if traffic signal upgrades are proposed as a mitigation to offset the significant traffic impacts of a development project, LADOT may require that not only the impacted intersections, but also any intersections in the immediate vicinity as determined by LADOT, be upgraded by the Project to qualify for the intersection V/C reduction of 0.01.

In order to mitigate the significant impacts at the study intersections, traffic signal upgrades are recommended at the following study intersections and at locations adjacent to the study intersections.

Affected Study Intersections

- Judge John Aiso Street and Temple Street (2070 controller upgrade and installation of system loops on all approaches)
- 1st Street and Judge John Aiso Street/San Pedro Street (2070 controller upgrade and installation of system loops on all approaches)

Non-Affected Study Intersections

- 1st Street and Central Avenue (2070 controller upgrade and installation of system loops on all approaches)
- 2nd Street and San Pedro Street (2070 controller upgrade and installation of system loops on all approaches)
- 2nd Street and Central Avenue (2070 controller upgrade and installation of system loops on all approaches)
- 2nd Street and Alameda Street (2070 controller upgrade and installation of system loops on all approaches)
- 3rd Street and Los Angeles Street (2070 controller upgrade only)

Non-Study Intersections/Locations

- 1st Street and Hill Street (2070 controller upgrade only)
- 1st Street between San Pedro Street and Central Avenue (2070 controller upgrade only)
- 3rd Street and Alameda Street (2070 controller upgrade only)

There are two impacted intersections under the Future with Alternative B2 condition. Table 4.8-18 presents the V/C ratio at the impacted intersections with the implementation of Mitigation Measures TRANS-1 through TRANS-5, and the results of impact determination. However, the following two impacted intersections would continue to be significantly impacted with the recommended TDM and traffic signal upgrades:

- Los Angeles Street and Temple Street
- Alameda Street and Temple Street

Alternative B3 – Demolition and Build

Under the Future with Alternative B3 condition, the mitigation measures that have been identified include the implementation of comprehensive TDM and transit connectivity strategies (Mitigation Measure TRANS-1), Integrated Mobility Hub (Mitigation Measure TRANS-2), transit/pedestrian enhancements (Mitigation Measure TRANS-3), and Bike Plan Trust fund (Mitigation Measure TRANS-4) described under Alternative B1 and the implementation of traffic signal upgrades (Mitigation Measure TRANS-5), described under Alternative B2.

Table 4.8-17. Future with Alternative B1 Intersection LOS with Mitigation

No.	Study Intersection	Future Without Project				Future With Project				Change in V/C		Significant Impact?	Future With Project (Alternative 1) + Mitigation				Change in V/C		Significant Impact?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour				
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour		V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour	
11	Los Angeles Street and Temple Street	0.578	A	0.669	B	0.597	A	0.710	C	0.019	0.041	Yes	0.584	A	0.702	C	0.006	0.033	No

Source: KOA 2012.

Table 4.8-18. Future with Alternative B2 Intersection LOS with Mitigation

No.	Study Intersection	Future 2018 Without Project				Future 2018 With Project (Alternative 2)				Change in V/C		Significant Impact ?	Future 2018 With Project (Alternative 2) + Mitigation				Change in V/C		Significant Impact ?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour				
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour		V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour	
11	Los Angeles Street & Temple Street	0.578	A	0.669	B	0.699	B	0.761	C	0.121	0.092	Yes	0.658	B	0.736	C	0.080	0.067	Yes
13	Alameda Street & Temple Street	0.605	B	0.847	D	0.613	B	0.887	D	0.008	0.040	Yes	0.601	B	0.870	D	-0.004	0.023	Yes

Source: KOA 2012.

There are six significantly affected intersections under the Future with Alternative B3 condition. Table 4.8-19 presents the V/C ratio at the significantly affected intersections with the implementation of Mitigation Measures TRANS-1 through TRANS-5, and the results of impact determination. Four of the six significantly affected study intersections would be reduced to a less-than-significant level with the recommended TDM and traffic signal upgrades. The following two significantly affected intersections would continue to be significantly affected with the recommended TDM and traffic signal upgrades:

- Los Angeles Street and Temple Street
- Alameda Street and Temple Street

There is one significantly affected intersection under the Existing with Alternative B3 condition;Table 4.8-20 presents the V/C ratio at the affected intersection with the implementation of Mitigation Measures TRANS-1 through TRANS-5, and the results of impact determination. As shown in this table, the project traffic impact at the intersection of Los Angeles Street and Temple Street would remain significant with implementation of the mitigation measures.

4.8.5 Significant Unavoidable Adverse Impacts

Alternative A - No Project

There would be no transportation and traffic impacts associated with Alternative A.

Alternative B1 – Rehabilitation

Transportation and traffic impacts associated with Alternative B1 would be mitigated to a less–than-significant level with the implementation of TDM and transit connectivity strategies, Integrated Mobility Hub, transit/pedestrian enhancements, and Bike Plan Trust fund contributions (Mitigation Measures TRANS-1 through TRANS-4). There would be no unavoidable significant traffic impacts.

Alternative B2 – Partial Demolition, Rehabilitation and Addition

The two study intersections listed below would continue to be significantly affected with the recommended TDM and transit connectivity strategies, Integrated Mobility Hub, transit/pedestrian enhancements, and Bike Plan Trust fund contributions, and traffic signal upgrades (Mitigation Measures TRANS-1 through TRANS-5). No feasible mitigation measures are available at these locations. The intersections are built-out. Therefore, physical improvements such as roadway widening and restriping are not available. The project is expected to create significant and unavoidable traffic impacts at these two intersections:

- Los Angeles Street and Temple Street
- Alameda Street and Temple Street

Alternative B3 – Demolition and Build

Under the Future with Alternative B3 condition, the following two study intersections would continue to be significantly affected with the recommended TDM and transit connectivity strategies, Integrated Mobility Hub, transit/pedestrian enhancements, and Bike Plan Trust fund contributions, and traffic signal upgrades (Mitigation Measures TRANS-1 through TRANS-5):

- Los Angeles Street and Temple Street
- Alameda Street and Temple Street

Table 4.8-19. Future with Alternative B3 Intersection LOS with Mitigation

No.	Study Intersection	Future 2018 Without Project				Future 2018 With Project (Alternative 3)				Change in V/C		Significant Impact ?	Future 2018 With Project (Alternative 3) + Mitigation				Change in V/C		Significant Impact ?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour				
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour		V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour	
11	Los Angeles Street & Temple Street	0.578	A	0.669	B	0.801	D	0.867	D	0.223	0.198	Yes	0.744	C	0.799	C	0.166	0.130	Yes
12	Judge John Aiso Street & Temple Street	0.265	A	0.381	A	0.565	A	0.705	C	0.300	0.324	Yes	0.486	A	0.645	B	0.221	0.264	No
13	Alameda Street & Temple Street	0.605	B	0.847	D	0.616	B	0.909	E	0.011	0.062	Yes	0.605	B	0.889	D	0.000	0.042	Yes
16	Main Street & 1st Street	0.461	A	0.836	D	0.464	A	0.856	D	0.003	0.020	Yes	0.454	A	0.843	D	-0.007	0.007	No
17	Los Angeles Street & 1st Street	0.551	A	0.768	C	0.553	A	0.815	D	0.002	0.047	Yes	0.543	A	0.798	C	-0.008	0.030	No
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.373	A	0.578	A	0.481	A	0.721	C	0.108	0.143	Yes	0.453	A	0.699	B	0.080	0.121	No

Source: KOA 2012.

Table 4.8-20. Existing with Alternative B3 Intersection LOS with Mitigation

No.	Study Intersection	Existing				Existing plus Project (Alternative 3)				Change in V/C		Significant Impact ?	Existing plus Project (Alternative 3) + Mitigation				Change in V/C		Significant Impact ?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour				
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour		V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour	
11	Los Angeles Street & Temple Street	0.510	A	0.539	A	0.632	B	0.785	C	0.122	0.246	Yes	0.576	A	0.717	C	0.066	0.178	Yes

Source: KOA 2012.

Under the Existing with Alternative B3 condition, the following one study intersection would continue to be significantly affected with the recommended TDM and transit connectivity strategies, Integrated Mobility Hub, transit/pedestrian enhancements, and Bike Plan Trust fund contributions, and traffic signal upgrades (Mitigation Measures TRANS-1 through TRANS-5):

- Los Angeles Street and Temple Street

No feasible mitigation measures are available at these locations. The intersections are built-out. Therefore, physical improvements such as roadway widening and restriping are not available. The project is expected to create significant and unavoidable traffic impacts at these intersections.

4.8.6 Cumulative Impacts

For cumulative impacts analysis, the study area is similar to the study area for the project operational traffic analysis. Cumulative conditions in the project area were evaluated for the future without-project scenario and future with-project scenarios. An annual growth rate of 1.0% per year was applied to the existing traffic counts to estimate traffic volumes in 2018. In addition to the application of the ambient traffic growth rate, traffic from related projects (approved and pending developments) within a two-mile radius from the project site was also included as part of the 2018 analysis.

As shown in Table 4.8-3, under existing conditions, 21 of the 30 study intersections currently operate at an LOS of A, seven currently operate at an LOS of B, and two currently operate at an LOS of C. As summarized in Table 4.8-21, under the Future without Project conditions, the LOS at 21 of the 30 study intersections would deteriorate due to the traffic generated by cumulative growth and development; therefore, the cumulative traffic impacts would be significant. Each of the build alternatives would generate additional traffic, which would further exacerbate congestion at the study intersections. When compared to the Future without Project conditions, Alternative B1 would have the same number of intersections operating with a deteriorated LOS; therefore, Alternative B1 would not result in a cumulatively considerable contribution to cumulative traffic impacts. Alternative B2 would result in one additional intersection operating with a deteriorated LOS and would have one additional intersection operating at LOS D when compared to the Future without Project condition. Mitigation Measures TRANS-1 through TRANS-5 would not mitigate these impacts to a level that is less than cumulatively considerable. Therefore, Alternative B2's incremental effects after mitigation would still be considered cumulatively considerable. Similarly, Alternative B3 would also result in more intersections operating with a deteriorated LOS and would result in one intersection operating at LOS E. With proposed mitigation measures, Alternative B3's impacts to six study intersections would be reduced; however, Alternative B3 would continue to result in a deteriorated LOS at three additional intersections and would continue to have an LOS of D at one additional intersection when compared to the Future without Project conditions. Accordingly, after mitigation measures, Alternative B3 would result in a cumulatively considerable contribution to a significant cumulative traffic impact.

Table 4.8-21. Intersection LOS Summary for Cumulative Impacts

	Number of Intersections			
	Worse LOS than Conditions	**LOS D**	**LOS E**	**Significant Impacts**
Existing Conditions	--	0	0	--
Future without Project (Alternative A)	21	3	0	0
Future-Term (2018) with Alternative B1	21	3	0	1
Future-Term (2018) with Alternative B1 after Mitigation	21	3	0	0
Future-Term (2018) with Alternative B2	22	4	0	2
Future-Term (2018) with Alternative B2 after Mitigation	22	4	0	2
Future-Term (2018) with Alternative B3	24	5	1	6
Future-Term (2018) with Alternative B3 after Mitigation	24	4	0	2
Source: KOA, 2012.				

4.9 Utilities, Service Systems, and Energy

This section describes the affected environment and regulatory setting for utilities, service systems, and energy. It also describes potential impacts to utilities that would result from implementation of the proposed project, and mitigation measures that would reduce these impacts. The environmental setting information and analysis in this section are based on information provided by local service providers. Letters received from local service providers are included in Appendix E.

4.9.1 Regulatory Setting

Water Supply

The California Urban Water Management Planning Act (California Water Code Division 6, Part 2.6. Sections 10610-10656) requires water suppliers to develop water management plans every five years. The plans identify and project water demand, supply, and management practices. Water is provided to the city of Los Angeles by the Los Angeles Department of Water and Power (LADWP). The most recent LADWP plan is the 2010 Urban Water Management Plan (UWMP). The main goal of the UWMP is to forecast future water demands and water supplies under average and dry year conditions, identify future water supply projects such as recycled water, provide a summary of water conservation best management practices (BMPs), and provide a single and multi-dry year management strategy.

Under certain circumstances, a Water Supply Assessment (WSA) containing specific information from the water service provider is required in conjunction with a development project (California Water Code Sections 10910 – 10915). Under Senate Bill 610 (Water Code Sections 10910 and 10912), it is the responsibility of the water service provider (i.e., LADWP) to prepare a WSA for new development projects within its service area that meet the criteria for the WSA requirement and that are subject to CEQA. If the provider determines that water supplies are, or will be, insufficient, plans must be submitted for acquiring additional water supplies. Additionally, the Water Code requires the lead agency to include the WSA and other pertinent information in the environmental document prepared (i.e., EIR) for any project pursuant to the code.

Section 125.03 of the Los Angeles Municipal Code contains requirements related to water usage in new buildings and installation of plumbing fixtures in existing buildings. As of December 2009, these buildings are required to utilize low-flush toilets (maximum of 1.28 gallons per flush) and urinals (maximum of 0.125 gallon per flush) in order to obtain building permits.

Since July 2003, all municipal building projects greater than 7,500 square feet undertaken by the City of Los Angeles are required to meet the standards for Leadership in Energy and Environmental Design (LEED) Silver accreditation from the US Green Build Council. LEED contains minimum baseline requirements for water efficiency as well as more extensive optional measures to reduce water use.

Wastewater

The Integrated Resources Plan (IRP), approved by City Council in 2006, developed plans for the future development of the City's wastewater system. The IRP sought to accomplish two basic goals as part of developing an implementable facilities plan:

- Integrate water supply, water conservation, water recycling, and runoff management issues with wastewater facilities planning through a regional watershed approach; and
- Enlist the public in the entire planning and design development process at a very early stage beginning with the determination of policy recommendations to guide planning.

City Ordinance No. 166,060 (Sewer Allocation) limits the annual increase in wastewater flows discharged into the Hyperion Treatment Plant (HTP) to 5 million gallons per day (mgd). Los Angeles Department of Public Works, Bureau of Engineering Special Order No. SO06-0691 changed the design peak dry weather flow for sanitary sewers from three-quarter depth to one-half the sewer diameter to implement the City-adopted goal of no overflows or diversions from the wastewater collection system.

Solid Waste

In September 1989, the California Integrated Solid Waste Management (ISWM) Act (also known as AB 939) was passed. AB 939 requires each city in the state to divert at least 25 percent of its solid waste from landfill disposal through source reduction, recycling, and composting by the end of 1995. By 2000, cities were required to divert at least 50 percent of their waste stream from landfills. AB 939 further requires each city to conduct a Solid Waste Generation Study and to prepare annually a Source Reduction and Recycling Element (SRRE) to describe how it will reach its goals.

The City of Los Angeles has also prepared a Solid Waste Integrated Resource Plan (SWIRP), also known as the Zero Waste Plan, which would divert 70 percent of waste from landfills by 2013 and 90 percent of waste by 2025, with the ultimate goal of achieving 100 percent diversion in the future. The certification of the Final EIR and approval of the Zero Waste Plan are scheduled to take place in the fall of 2012.

In order to meet the waste diversion goals of Assembly Bill 939 and the requirements of Senate Bill 1374, which mandates the recycling of construction and demolition waste, the City of Los Angeles adopted the Construction and Demolition Waste Recycling Ordinance (Ordinance 181,519, which amended LAMC Sections 66.32 through 66.32.5), effective on January 1, 2011. This ordinance requires that all solid waste haulers and contractors obtain a permit prior to transporting construction and demolition waste, and stipulates that such waste may only be processed at city-certified construction and demolition waste-processing facilities.

Energy

Title 24 of the California Code of Regulations establishes energy conservation standards for new construction. These standards relate to insulation requirements, glazing, lighting, shading, and water and space heating systems. Also, the California Subdivision Map Act requires that new subdivision designs provide for future passive or natural heating and cooling opportunities, to the maximum extent feasible. The Los Angeles Municipal Code incorporates these state requirements (LAMC Section 91.1300).

As of January 1, 2011, the following types of projects are subject to the Los Angeles Green Building Code (LAGBC):

- All new buildings (residential and non-residential);
- All additions (residential and non-residential); and
- Alterations with building valuations over $200,000 (residential and non-residential).

The LAGBC is based on the 2010 California Green Building Standards Code, commonly known as "CALGreen," that was developed and mandated by the state to attain consistency among the various jurisdictions within the state, reduce the building's energy and water use, reduce waste, and reduce the carbon footprint.

As previously discussed, all municipal building projects greater than 7,500 square feet undertaken by the City of Los Angeles are required to meet the standards for LEED Silver accreditation from the US Green Build Council. The goals of the policy requirement are to exemplify municipal buildings as models of environmental sensitivity, energy and resource efficiency, as well as to optimize occupant health and comfort. When feasible, measures for new buildings include optimizing energy performance to reduce excessive energy use through systems such as heating and ventilation, interior and exterior lighting, and elevators.

4.9.2 Environmental Setting

Water Supply

Current Sources

The City of Los Angeles receives water from five major sources: the Eastern Sierra Nevada watershed (via the Los Angeles Aqueduct); the Colorado River (via the Colorado River Aqueduct) and the Sacramento-San Joaquin Delta (via the State Water Project/California Aqueduct), which are purchased from the Metropolitan Water District of Southern California (MWD); local groundwater; and recycled water for industrial and irrigation purposes. In addition, the City's successful conservation programs have reduced demand, preserved the water supply, and offset the need for new resources (LADWP 2008). The existing Parker Center building is vacant and, therefore, consumes very little water beyond what is needed for landscaping, cleaning, and maintenance.

MWD Purchased Water (Sacramento-San Joaquin Delta and Colorado River)

MWD is a consortium of 26 cities and water districts that provides wholesale water supplies to Los Angeles, Orange, San Diego, Riverside, San Bernardino, and Ventura counties. As of 2011, MWD delivers an average of 2.3 million acre-feet of water per year to a 5,200 square-mile service area (LADWP, 2011). MWD's sources of imported supplies are from the Colorado River, the State Water Project (through the Sacramento/San Joaquin River Delta), local surface and groundwater storage, and storage/transfer agreements with Central and Sacramento Valley agencies and Colorado River agencies. Los Angeles typically purchases MWD water to make up the difference between the demand and other City water supplies. Over the last two decades, while these resources have proven to be a key component of our water supply, they are also subject to uncertainty due to climate variability and environmental issues.

The current ecological problems in the Bay Area Delta related to water siphoning for the State Water Project has led to a federal court decision that will result in MWD receiving up to 30 percent less of their anticipated State Water Project deliveries. Although water allocations have been deferred for now, the MWD Board has approved significant increases in wholesale water rates to address the increased costs of importing water and purchasing water from other sources.

Despite concerns about ongoing water shortages and higher costs, MWD has upheld its pledge to plan for emergencies and natural disasters throughout the region. The agency has approximately 1.7 million acre-feet in surface and groundwater storage accounts - including Diamond Valley Lake

near Hemet - and 600,000 acre-feet of storage reserved for emergencies. In total, this reserve of water supplies buffers the severity of a potential shortage, allows for a less severe water shortage allocation if required, and keeps the region prepared for a major earthquake or other events (LADWP 2008).

Local Groundwater

Los Angeles relies upon local groundwater for an average of 11 percent of its total water supply, and historically more during emergencies and drought years. The City's water rights pertain to groundwater basins in the San Fernando Valley as well as the Central and West Coast Basins. However, groundwater contamination in the San Fernando Valley, where the majority of the City's groundwater supply is produced, has limited water available for pumping (LADWP 2008).

Potable water is provided in the City by the Los Angeles Department of Water and Power (LADWP). As previously discussed, the City also receives a portion of its supply from the MWD. LADWP is responsible for ensuring that the delivered water supply meets applicable state health standards for drinking water.

According to responses to a questionnaire distributed to LADWP and received on September 14, 2012, the project site currently maintains static water pressure ranging from 60 to 80 pounds per square inch (psi). Based on this existing pressure, there are no known problems/deficiencies in the project area related to water service.[1]

With respect to local water infrastructure, water service can be acquired from the following water mains surrounding the project site*:*

- 12-inch cast iron main in Los Angeles Street;
- 12-inch cast iron main in Temple Street;
- 12-inch cast iron main in Judge John Aiso Street; and
- 16-inch cast iron main in 1st Street.

Furthermore, a project must meet applicable Los Angeles Department of Building and Safety (LADBS) and LAFD requirements for on-site needs of domestic and private fire flow and off-site needs of public fire flow. Any water system upgrades that are necessary for a specific project are determined based on the required fire and domestic demands, and are at the customer's expense.

Wastewater

The City of Los Angeles Bureau of Sanitation operates four treatment and water reclamation plants: Hyperion Treatment Plant (HTP), Donald Tillman Water Reclamation Plant (TWRP), the Terminal Island Water Reclamation Plant (TITP), the City of Los Angeles Regional Sanitary Sewer Systems, and the Los Angeles Glendale Water Reclamation Plant (LAGWRP).

[1] Genevieve Fernandez, Los Angeles Department of Water and Power. Response to Questions Regarding Water Service for the LA Street Civic Building (Parker Center) Project, Draft Environmental Impact Report. Received September 14, 2012.

The wastewater treatment system of the City of Los Angeles is divided into two major service areas: the Hyperion Service Area (HSA) and the Terminal Island Service Area (TISA). The project site is located within HSA. According to the City of Los Angeles Department of Public Works, Bureau of Sanitation, sewage flow from the project site would be conveyed to the Hyperion Treatment Plant.

The sewer infrastructure in the project vicinity includes an existing 10-inch line on 1st Street and two 8-inch lines on San Pedro Street. The sewage from the first existing 8-inch line splits into a 14-inch line on Alameda Street and 22-inch line on Alameda Street. Flow from the 22-inch split line continues and discharges into a 20-inch line on Alameda Street. The sewage from the existing 10-inch line and second 8-inch line joins the flow from the 14-inch split line before discharging into a 24-inch line on Alameda Street (Poosti, 2012). The design capacities are shown below in Table 4.9-1.

Stormwater Drainage

There are currently no known stormwater quality systems located on-site. Generally, stormwater runoff generated from the project site drains southeast into City streets, where it is directed towards existing storm drains that serve the area (Poosti, 2012).

Table 4.9-1. Design Capacities of Existing Sewer Infrastructure in Project Vicinity

Pipe Diameter (in)	Pipe Location	50% Design Capacity	Current Gaugin d/D (%)[1]	Gauged Date
10	1st Street	436,084 GPD	-	-
8	San Pedro Street	226,438 GPD	-	-
8	San Pedro Street	251,210 GPD	-	-
14	Alameda Street	1.17 MGD	48	2009
22	Alameda Street	1.86 MGD	36	2011
20	Alameda Street	2.40 MGD	17	2010
24	Alameda Street	2.88 MGD	40	2011

1 Ratio of orifice diameter to pipe diameter.
Source: Los Angeles Department of Public Works, Bureau of Engineering, 2012.

Natural Gas

Southern California Gas Company (SCG), also known as The Gas Company, is the principal distributor of natural gas in Southern California and serves the project site. It serves residential, commercial, and industrial markets. SCG serves approximately 20.5 million customers in more than 500 communities.

The project site is served by multiple natural gas lines, which include the following:

- an 8-inch main in 1st Street;
- a 6-inch high-pressure main and a 4-inch medium-pressure main in Judge John Aiso Street;
- a 4-inch main in the west end of Temple Street; and
- a 4-inch main in Los Angeles Street.

Electricity

LADWP provides electricity service to the project site as well as approximately 1.4 million customers in the LADWP service area. With a total generating capacity of 7,226 megawatts, LADWP maintains more than 8,700 miles of overhead distribution lines and 2,200 miles of underground distribution lines (LADWP, 2012). It is estimated that business and industry consume approximately 70 percent of the electricity in the City.

Solid Waste

As of January 1, 2011, all construction and demolition waste generated within the limits of the City of Los Angeles is required to be taken to City-certified construction and demolition waste processors.

Landfills are categorized as one of three classes:

- Class I landfills accept hazardous and non-hazardous wastes.
- Class II landfills accept non-hazardous and "designated" wastes, as defined by the State Department of Resources Recycling and Recovery.
- Class III landfills accept municipal and other non-hazardous, household waste.

Unclassified landfills are defined as facilities that accept inert materials only, such as soil, concrete, asphalt, and other construction and demolition debris. Non-hazardous municipal solid waste is disposed in Class III landfills, while construction waste, yard trimmings, and earth-like waste are disposed in unclassified (inert) landfills.

4.9.3 Environmental Impact Analysis

4.9.3.1 Methodology

Potential significant impacts associated with the alternatives were identified based on existing conditions and projected increases in demand of utility services. The sections that follow discuss the identified impacts and the measures that would be incorporated to mitigate impacts found to be significant. Data regarding the existing physical features and capacity of the utility systems are based on information provided by service providers and are included in Appendix E.

4.9.3.2 Thresholds of Significance

State CEQA Guidelines

For the purposes of the analysis in this EIR, in accordance with Appendix G of the State CEQA Guidelines, the project alternatives would have a significant environmental impact under CEQA related to utilities if they would:

1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
2. 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.

3. 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.
4. Have insufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements.
5. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
6. Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.
7. Fail to comply with federal, state, and local statutes and regulations related to solid waste.

In addition to providing analysis based on the questions contained within Appendix G of the State CEQA Guidelines, the State CEQA Guidelines require an EIR to discuss energy conservation measures, if relevant. Appendix F to the State CEQA Guidelines addresses energy conservation goals, notes that potentially significant energy implications of a project should be considered in an EIR, and contains general examples of mitigation measures for a project's potentially significant energy impacts.

Based on the State CEQA Guidelines,[2] the project would be considered to result in a significant energy conservation impact if it would:

1. Result in the wasteful, inefficient or unnecessary consumption of energy; or
2. Result in a substantial increase in demand or transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure.

In addition, Appendix F of the State CEQA Guidelines states that the means of achieving the goal of energy conservation include the following:

1. Decreasing overall per capita energy consumption;
2. Decreasing reliance on fossil fuels such as coal, natural gas and oil; and
3. Increasing reliance on renewable energy sources.

L.A. CEQA Thresholds Guide

The L.A. CEQA Thresholds Guide (2006) provides further guidance for determining the significance of impacts to utilities and service systems. Based on the L.A. CEQA Threshold Guide, a determination of impacts to water service would be made considering the following factors:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;

[2] California Public Resources Code, Title 14, Division 6, Chapter 3, California Environmental Quality Act Guidelines, Section 15126.4(a)(1).

- The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

For wastewater, the project would have a significant impact if:

- The project would cause a measurable increase in wastewater flows at a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or
- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

For solid waste, a determination of impacts would be made considering the following factors:

- Amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates;
- Need for an additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and
- Whether the project conflicts with solid waste policies and objectives in the SRRE or its updates, City Solid Waste Management Policy Plan, Framework Element or the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

For energy, a determination of impacts would be made considering the following factors:

- The extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure, or capacity enhancing alterations to existing facilities;
- Whether and when the needed infrastructure was anticipated by adopted plans; and
- The degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements.

4.9.3.3 Construction Impacts

Alternative A – No Project

No construction would occur under Alternative A and the site would remain in its current condition. Therefore, no changes to the existing utility infrastructure would result. Since the existing building is currently vacant, there would be no changes to existing water and energy consumption, or wastewater and solid waste generation and no impacts to utilities, service systems, or energy would occur.

Alternatives B1, B2, and B3 – Build Alternatives

Construction impacts related to utilities, service systems, and energy would be somewhat similar among the three build alternatives (B1, B2, and B3). Where the impacts differ, the differences are specified by alternative.

Wastewater Treatment Requirements and Capacities

During construction of the build alternatives, a small amount of wastewater would be generated on the site. The contractor(s) would be responsible for providing portable toilet facilities for use by workers and ensuring appropriate off-site sewage disposal in accordance with local, state, and federal requirements. Due to the small amounts of wastewater that would be generated by workers, construction of the build alternatives would not exceed wastewater treatment requirements. The City of Los Angeles Department of Public Works, Bureau of Sanitation has indicated that the ultimate destination of all wastewater generated at the project site, the Hyperion Treatment Plant, has sufficient capacity for the project (Poosti, 2012). Therefore, impacts related the wastewater treatment requirements and capacities occurring as a result of construction of the build alternatives would be less than significant.

Water Facilities and Supplies

Water is likely to be used during construction of the build alternatives to prevent dust from becoming airborne, for routine cleaning of construction equipment, mixing of concrete, and for other purposes. Water use during the construction phase would be negligible and would not require addition water treatment facilities supplies, or entitlements. Therefore, a less–than-significant impact would occur.

Stormwater Drainage Facilities

Construction of the build alternatives would rely on existing stormwater drainage facilities. Since construction of the build alternatives would not involve a substantial increase in the amount of runoff generated at the site compared to existing conditions, the construction of new or modification of existing off-site drainage facilities would not be required. Therefore, no impact related to stormwater drainage facility construction would occur as a result of construction of the build alternatives.

Solid Waste Disposal Capacity and Regulations

Construction of the build alternatives would generate construction waste material from demolished structures. The waste would include concrete, asphalt, vegetation, soil, rebar, and other similar materials. Due to the less extensive construction activities proposed under Alternative B1, the amount of construction-phase waste would be considerably less than the amounts of waste generated under Alternatives B2 and B3, respectively. Even under the most extensive construction activities (Alternative B3), the amount of construction waste could be accommodated by one or more of the nine solid waste facilities in Los Angeles County that are permitted to accept more than 1,000 tons of solid waste per day (Los Angeles County Department of Public Works 2012). Furthermore, given that City-certified construction and demolition waste processors recycle at least 70 percent of their loads, the amount of solid waste that reaches the landfill is much smaller than what initially leaves the site (City of Los Angeles Bureau of Sanitation 2012a). Therefore, impacts related to solid waste disposal capacity would be less than significant.

According to the City of Los Angeles Construction and Demolition Waste Recycling Ordinance, all haulers of construction and demolition waste are required to obtain a permit from the Bureau of Sanitation and to take their loads only to City-certified construction and demolition processing facilities. The construction contractor would comply with this and any other applicable regulations related to solid waste. Therefore, impacts related to compliance with solid waste laws would be less than significant.

Energy Conservation

During construction of the build alternatives, short-term energy consumption would result primarily from the manufacture of construction materials, use of petroleum fuels by construction equipment, construction workers' motor vehicles traveling to and from the site, and trucks delivering materials or removing debris. Construction would occur over an approximate 18- to 24-month period. Thus, energy consumption during the construction period of the build alternatives would be finite and limited, and would have a less-than-significant impact on area energy supplies.

4.9.3.4 Operational Impacts

Alternative A – No Project

The site would remain in its current condition under Alternative A. Since the existing building is currently vacant and underutilized, no operational impacts to utilities, service systems, or energy would occur.

Alternatives B1, B2, and B3 – Build Alternatives

Operational impacts related to utilities, service systems, and energy would be somewhat similar among the three build alternatives (B1, B2, and B3). Where the impacts differ, the differences are specified by alternative.

Wastewater Treatment Requirements and Capacities

The build alternatives involve the operation of government offices, retail/commercial space, and a childcare facility. The Bureau of Sanitation has indicated that wastewater from the project site would be conveyed to the Hyperion Treatment Plant and that the plant has sufficient capacity to handle wastewater generated from project operation (Poosti, 2012). Refer to Table 4.9-2 regarding the estimated wastewater generation rates of the build alternatives. As project design progresses, a detailed wastewater capacity analysis will be conducted by the Bureau of Sanitation as part of the permit process. If public sewers have insufficient capacity, the project proponent will be required to build sewer lines to a point in the sewer system with sufficient capacity as a condition of project approval. This is a standard requirement and, as such, it is considered to be part of the proposed project. Therefore, operation of the build alternatives would not exceed the treatment requirements of the Los Angeles Regional Water Quality Control Board or capacities of the existing conveyance treatment system.

Although operation of Alternatives B2 and B3 would involve an increase in wastewater generated from the site greater than Alternative B1 and existing conditions, the increase is not anticipated to unduly burden the wastewater treatment system, and would not require major improvements. Therefore, impacts related to the operation of the build alternatives would be less than significant with respect to new or modified wastewater facilities.

Table 4.9-2. Estimated Operational Wastewater Generation (in gallons per day)

	Sewage Generation Factors[a]	Alternative B1	Alternative B2	Alternative B3
Office Building[b]	0.15 gpd per gross square feet	47,858 gpd (319,050 sf)	78,354 gpd (522,360 sf)	113,060 gpd (753,730 sf)
School: Day Care Center	8 gpd per child[c]	400 gpd	400 gpd	400 gpd
TOTALS (in gallons per day)		**48,258 gpd**	**78,754 gpd**	**113,460 gpd**

[a] Wastewater generation rates are based on Exhibit M.2-12 in the L.A. CEQA Thresholds Guide.

[b] The building would also include retail space, which has a generation factor of 0.8 gpd per gross square foot. The office building generation factor was used to calculate sewage generation because it is the most conservative.

[c] A maximum of 50 children is assumed.

Abbreviations:

gpd – gallons per day

sf – square feet

Source: L.A. CEQA Thresholds Guide, 2006.

Water Facilities and Supplies

As discussed in the Environmental Setting section, the site is served by existing water facilities. According to LADWP, upgrades to the water system may be required to meet the current City Department of Building and Safety and Fire Department requirements related to minimum levels of water pressure. LADWP has determined that existing static water pressure surrounding the project area ranges from 60 to 80 pounds per square inch, and that there are no known problems or deficiencies in the area (Fernandez, 2012). If any upgrades to the water supply conveyance system are needed, they would be evaluated during the permitting process and would be addressed as a condition of project approval. In compliance with existing Municipal Code requirements contained in Section 125.03, all build alternatives would install low-flow flush toilets and water-saving urinals, which would minimize the amount of water used at the project site. Other water use on the site would include the watering of landscaped areas and water used in routine cleaning on the site, but the primary use of water on the site would be related to use of bathrooms and kitchens within the office buildings. Therefore, the water demand of the build alternatives is closely approximated by the amount of wastewater generated.

The 2010 LADWP Urban Water Management Plan has based its assumptions for water management on population and employment projections within the service area (i.e., slightly larger than the boundaries of the City of Los Angeles). According to these projections, the service area population is expected to increase 0.36 percent annually and total employment is anticipated to increase 0.38 percent annually between 2010 and 2035.

The UWMP estimates that annual demand for water in the LADWP service area in 2035 will be 710,800 acre-feet, for which LADWP forecasts sufficient water supply (LADWP 2010). Refer to Table 4.9-3 regarding the estimated water usage rates of the build alternatives.

At full-capacity operation, Alternative B3 (i.e., the alternative with the greatest water use) would require approximately 113,460 gallons of water per day (127.2 acre-feet per year), which is approximately 0.018 percent of the total water demand in the service area by 2035. The UWMP is required to be updated every five years, and water supply and demand planning will be updated at regular intervals.

As shown in Table 4.9-3, Alternative B1 would result in less water consumption than Alternatives B2 or B3 due to the smaller floor space and fewer employees. Given that Alternative B1 would rehabilitate an existing building and would install modern water-saving technologies, water supply impacts related to operation of Alternative B1 would be less than significant.

Table 4.9-3. Estimated Operational Water Usage (in gallons per day)

	Water Usage Factor[a]	Alternative B1	Alternative B2	Alternative B3
Office Building	0.15 per square foot	47,858 gpd (319,050 sf)	78,354 gpd (522,360 sf)	113,060 gpd (753,730 sf)
School: Day Care Center	8 gpd per child[c]	400 gpd	400 gpd	400 gpd
TOTALS (in gallons per day)		**48,258 gpd**	**78,754 gpd**	**113,460 gpd**

[a] Water usage factor is based on City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table.
[b] The building would also include retail space, which has a generation factor of 0.8 gpd per gross square foot. The office building generation factor was used to calculate sewage generation because it is the most conservative.
[c] A maximum of 50 children is assumed.
Abbreviations:
gpd – gallons per day
sf – square feet
Source: ICF International, 2012.

Alternative B2 would result in an increase in floor area and would accommodate approximately 1,775 city employees. This would result in a marked increase in water usage at the project site when compared to existing conditions; however, modern water-saving technologies and fixtures would be installed as part of the proposed project that would reduce water consumption. Furthermore, given that the use of the project would be primarily for office space, which is not a water-intensive land use, and that hours of operation would be limited to weekday work hours, the water usage under Alternative B2 would not be substantial.

Similar to Alternative B2, Alternative B3 would also increase the floor area and the employee count at the project site, but to a greater magnitude than under either of the other two build alternatives. Accordingly, water consumption would be greatest under Alternative B3. However, as previously stated, water-saving technologies and fixtures proposed under each of the alternatives would help to reduce water consumption. Additionally, Alternative B3 similarly contemplates a primarily office space operation, though some more water intensive uses are proposed under Alternative B3, such as a health club that may include facilities such as pools or saunas. Also, as described above, at maximum capacity, water demand under Alternative B3 would only account for approximately 0.018 percent of the total water demand in the LADWP service area, which is not a substantial proportion of the total demand in the LADWP service area. Finally, under Alternatives B1, B2, and B3, the proposed project would be consistent with the City of Los Angeles General Plan land use and zoning designations; as such, the proposed project's water demand has been accounted for in the most recently adopted UWMP. Therefore, a less-than-significant impact would occur under each build alternative.

Stormwater Drainage Facilities

Operation of the build alternatives would not alter the existing stormwater drainage system of the project site and would not involve a substantial increase in the amount of stormwater runoff. Therefore, no impacts related to the construction of new stormwater facilities or the expansion of existing facilities would occur as a result of the operation of the build alternatives.

Solid Waste Disposal Capacity and Regulations

The solid waste generation rates in the L.A. CEQA Thresholds Guide specify that the rate for commercial land uses is 10.53 pounds per employee per day (commercial uses most closely resemble the proposed use as government offices). Table 4.9-4 provides a summary of the projected solid waste generation under each of the alternatives.

Table 4.9-4. Solid Waste Generation Rates (in pounds per day)

	Solid Waste Generation Factor	Alternative B1	Alternative B2	Alternative B3
Waste Generated	10.53 pounds per employee per day[a]	9,214 ppd (875 employees)	18,691 ppd (1,775 employees)	31,011 ppd (2,945 employees)
Waste Generated After Recycling	65 percent reduction (2009)[b]	3,225 ppd	6,542 ppd	10,854 ppd

[a] Solid waste generation rate based upon L.A. CEQA Thresholds Guide. Rates based upon commercial land uses that most closely resemble the proposed use of government offices.
[b] Bureau of Sanitation website, updated July 2009.
Abbreviations:
ppd – pounds per day.
Source: L.A. CEQA Thresholds Guide, 2006.

As shown in Table 4.9-4, the estimated solid waste generation for Alternatives B1, B2, and B3 would be approximately 9,214 pounds per day, 18,691 pounds per day, and approximately 31,011 pounds per day, respectively. These solid waste generation factors are estimates prior to recycling, composting or other waste diversion programs. Given that the recycling rate of the City of Los Angeles is presently 65 percent (Bureau of Sanitation 2009) and the Zero Waste Plan aims to increase that rate to 90 percent by 2025, operation of the project would not lead to a substantial burden on existing landfills. A less-than-significant impact would occur under each of the build alternatives.

Energy Conservation

Under Alternative B1, fixtures within the existing building would be updated with modern fixtures and other energy-saving technologies. Operation of Alternative B1 also includes the energy expended for employees to travel to and from the building, but because Alternative B1 would not increase the capacity of the building, increases in energy consumption would not occur. The installation of more energy-efficient technologies would reduce the amount of energy consumed when compared with the existing building. Therefore, operation of Alternative B1 would have a beneficial impact on energy consumption.

Alternatives B2 and B3 would each be required to comply with the CALGreen standards and would be required to meet standards for LEED Silver accreditation, which would make the project energy-efficient. Given that Alternatives B2 and B3 would involve consolidating City employees in a partially new (Alternative B2) or fully new (Alternative B3) building that would be more energy-efficient than the several older buildings in which City employees currently work, any increase in energy usage that may occur would not be substantial and would not require the development of additional resources. In addition to the energy consumed by the building, operation of Alternatives B2 and B3 also includes the energy used by employees to travel to and from the project site. While the energy consumed for transportation purposes can be substantial, one objective of the proposed project is the consolidation of City services in one location in close proximity to City Hall in order to reduce employee travel and to allow for a more efficient use of resources. In this way, the project would allow for the reallocation of workplace assignments within Downtown Los Angeles rather than creating new trips. Accordingly, impacts to energy related to the operation of Alternatives B2 and B3 would be less than significant.

4.9.4 Mitigation Measures

None of the alternatives would result in significant impacts to utilities, service systems, or energy. Therefore, no mitigation measures are needed or proposed.

4.9.5 Significant Unavoidable Adverse Impacts

None of the alternatives would result in significant unavoidable adverse impacts to utilities, service systems, or energy.

4.9.6 Cumulative Impacts

The study area for cumulative impacts to utilities, service systems, and energy includes the service areas of the individual utility providers serving the project site. None of the related projects listed in Table 3-2 in the vicinity of the proposed project would have overlapping construction periods with the proposed project. As such, no cumulative effect to utility service would result from construction of the proposed project.

Operation of the build alternatives would likely increase energy and water consumption and wastewater and solid waste generation, but these would not be substantial increases requiring the construction of new facilities or modification of existing facilities. Other projects listed in the Table 3-2 are also likely to increase energy and water consumption and generate additional wastewater and solid waste. Plans for future facilities to accommodate growth are considered in the 2006 City of Los Angeles Integrated Resource Plan and the 2010 LADWP Urban Water Management Plan. The City's Los Angeles Green Building Code would also apply to many of the projects listed in Table 3-2, requiring, energy and water efficiency as well as waste reduction measures. The projects in Table 3-2 fall within the growth parameters envisioned in each of these plans. Therefore, the project would not result in a cumulatively considerable contribution to a significant cumulative impact.

Chapter 5
Comparison of Alternatives

5.1 Introduction

State CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to a project or to the location of a project that could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant environmental impacts. According to the State CEQA Guidelines, the EIR should compare merits of the alternatives and determine an environmentally superior alternative. The range of alternatives discussed in an EIR is governed by the "rule of reason," which requires the identification of only those alternatives necessary to permit a reasoned choice between the alternatives and the proposed project. An EIR need not consider an alternative that would be infeasible. State CEQA Guidelines Section 15126.6(f)(1) explains that the evaluation of project alternative feasibility can consider "site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site." The EIR is also not required to evaluate an alternative that 1) has an effect that cannot be reasonably identified or that has remote or speculative implementation and 2) would not achieve the basic project objectives.

Although not required under CEQA, this EIR analyzes project alternatives equally in Chapter 4. These include the following alternatives:

- Alternative A-No Project
- Alternative B1-Rehabilitation
- Alternative B2-Partial Demolition, Rehabilitation, and Addition
- Alternative B3-Demolition and Build

The Los Angeles Department of Public Works, Bureau of Engineering has the following objectives for the Los Angeles Street Civic Building Project:

1. Reduce travel time for City employees during the workday by relocating City staff closer to City Hall.
2. Improve customer service by consolidating City services that are dependent upon each other into one building that is in close proximity to other City services.
3. Support City of Los Angeles sustainability initiatives by rehabilitating or constructing a building that meets the City's Green Building Code.
4. Re-activate a City-owned property that is currently underutilized.
5. Ensure the health and safety of City employees by providing a work environment that meets current environmental, seismic, and fire/life safety regulations.

5.2 Alternatives Rejected from further Consideration

Section 15126.6(c) of the State CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly explain the reasons underlying the lead agency's determination. In addition to the alternatives listed above, several alternatives were identified by the Los Angeles Conservancy in their response to the Notice of Preparation for this project (see Appendix A). The lead agency has considered the alternatives identified in the Los Angeles Conservancy response and rejected them. These alternatives and the reasons for their rejection are described below.

5.2.1 Slender In-Fill Building

An alternative to the proposed project that contemplated construction of an infill building consisting of a slender structure at the northeast corner of the block, at the site of the existing Parker Center parking lot, was suggested to address the need for more floor area. This alternative was rejected from further consideration because the size of the area at the northeast corner of the block would restrict the building floor plate, which would not provide area functionally efficient office space for City employees that require a large contiguous floor area.

5.2.2 Toriumi Plaza Site

Another alternative to the proposed project involved construction on a different site, namely the site of the parking garage at the northwest corner of First Street and Judge John Aiso Street also known as Toriumi Plaza. However, this alternative was rejected because the parking structure and its foundation is not adequate to support the additional load of an office building, and it would not meet the project objective of consolidating City services into a single building. This alternative would also have a restrictive floor plate that would result in an inefficient office space. In addition, this alternative would not meet the objective of re-activating the underutilized property of the Parker Center building and it would result in the removal of Toriumi Plaza, which is a public open space important to the surrounding community.

5.2.3 Low-Scale Commercial Space along Judge John Aiso Street

Placing low-scale commercial land uses along Judge John Aiso Street, opposite the project site, rather than providing commercial land uses on the project site, was considered but ultimately rejected. The proposed project already includes low-scale commercial land uses in the design of each of the alternatives. Locating commercial land uses outside of the project site is not within the scope of the project that seeks to consolidate City services in an underutilized city-owned property, rather than providing new commercial space.

5.2.4 Off-Site Building

In 2010, the City was considering swapping the Parker Center site for a federal government-owned property at First Street and Broadway. At that time, the federal government was contemplating moving courthouse services to the Parker Center site. However, the federal government decided to keep the property at First Street and Broadway and redesign their new courthouse to fit on that property.

5.3 Comparison of Alternatives Analyzed

Using the detailed information and analysis presented in Chapter 4, Table 5-1, Comparison of Alternatives, summarizes the results of the CEQA significance analysis for each resource area analyzed in this Draft EIR. In order to provide a meaningful comparison of each alternative, Table 5-1 lists the level of significance of each impact discussed in Chapter 4 and provides color coding in order to visually represent the differences in the levels of impact among the alternatives.

Table 5-1 Comparison of Alternatives

	Alternatives			
Alternative Impacts [a]	**A – No Project**	**B1 – Rehabilitation**	**B2 – Partial Demolition, Rehabilitation, and Addition**	**B3 – Demolition and Build**
Aesthetics				
Scenic Resources	NI	LTS	LTS	SU
Visual Character and Quality	NI	LTS	LTS	LTS
Glare, Nighttime Lighting, and Shade/Shadow	NI	LTS	LTS	SU
Air Quality and Greenhouse Gas Emissions				
Construction Emissions	NI	LTS (M)	SU	SU
Inter-Building Circulation Option	NI	SU	SU	SU
Operations-period Emissions	NI	LTS	SU	SU
Greenhouse Gas Emissions	NI	LTS (M)	LTS (M)	LTS (M)
Cultural Resources				
Historical Resources	NI	SU	SU	SU
Archaeological Resources	NI	LTS (M)	LTS (M)	LTS (M)
Paleontological Resources	NI	LTS (M)	LTS (M)	LTS (M)
Geology and Soils				
Seismic Hazards	NI	LTS (M)	LTS (M)	LTS (M)
Soil Stability	NI	LTS	LTS	LTS
Hazards and Hazardous Materials				
Contaminated soil	NI	LTS (M)	LTS (M)	LTS (M)
Groundwater contamination	NI	LTS (M)	LTS (M)	LTS (M)
Asbestos and lead-based paint	NI	LTS (M)	LTS (M)	LTS (M)
Land Use and Planning				
Physical division of community	NI	LTS	LTS	LTS

Alternative Impacts [a]	Alternatives			
	A – No Project	**B1 – Rehabilitation**	**B2 – Partial Demolition, Rehabilitation, and Addition**	**B3 – Demolition and Build**
Conflicts with land use plans	NI	LTS	LTS	SU
Noise and Vibration				
Construction Noise	NI	LTS	LTS	LTS
Construction Vibration	NI	LTS	LTS	LTS
Operational Traffic Noise	NI	LTS	LTS	LTS
HVAC Noise	NI	LTS	LTS	LTS
Airport Noise	NI	LTS	LTS	LTS
Transportation and Traffic				
Construction traffic	NI	LTS	LTS	LTS
Operational traffic	NI	LTS (M)	SU	SU
Utilities, Service Systems, and Energy				
Wastewater Treatment Requirements and Capacities	NI	LTS	LTS	LTS
Water Facilities and Supplies	NI	LTS	LTS	LTS
Storm Water Drainage Facilities	NI	LTS	LTS	LTS
Solid Waste Disposal Capacity and Regulations	NI	LTS	LTS	LTS
Energy Conservation	NI	LTS	LTS	LTS

[a] The Inter-Building Circulation Option is included under each of the build alternatives. If the impact is the same under the alternative with or without the option, then it is not listed in this table. If the impact is different, then the option is listed in this table.

Note:
NI: No Impact
LTS: Less Than Significant Impact
LTS (M): Less Than Significant Impact with Mitigation
SU: Significant and Unavoidable Impact

Impacts of the build alternative are greater than to the other build alternatives
Impacts of the build alternative are more severe than one or more build alternatives, but less severe than one or more build alternatives.
Impacts of the build alternative are similar to the other build alternatives.
Impacts of the build alternative are less than the other build alternatives.

Source: ICF International, 2012.

As shown in Table 5-1, Alternative B1 would result in a significant and unavoidable impact on cultural resources and air quality (with the Inter-Building Circulation Option). Alternative B2 would

result in three significant and unavoidable impacts in the areas of air quality, cultural resources, and traffic. Alternative B3 would result in six significant and unavoidable impacts in the areas of aesthetics, air quality, cultural resources, land use, and traffic.

5.3.1 Relationship of Alternatives to Project Objectives

Alternative B1 would meet all of the project objectives as listed in Chapter 3.0, Project Description, and restated above. However, as compared to Alternatives B2 and B3, this alternative would satisfy Objectives 1 and 2 to lesser extent because there would be less available floor area to relocate City services to the new building; thereby, leaving approximately 2,990 City employees scattered throughout the City (3,865 employees to be relocated minus 875 employees under Alternative B1).

Similar to Alternative B1, Alternative B2 would satisfy all of the project objectives, but to a lesser extent than Alternative B3, because of the limited floor area. While a greater number of City employees could be relocated to the project site under Alternative B2 than under Alternative B1, it anticipated that approximately 2,090 City employees would remain at other locations in the City under this alternative (3,865 employees to be relocated minus 1,775 employees under Alternative B1).

Alternative B3 would best satisfy the project objectives as it would provide the greatest amount of space for City employees, providing enough space for up to 2,945 employees which is closest among the proposed alternatives to meeting the City's projected employee counts of 3,865 employees. In addition, a new building, as proposed under Alternative B3, would provide the most ideal health and safety improvements to the project site (Objective 5) and comply with the City's Green Building Code (Objective 3).

5.4 Environmentally Superior Alternative

In addition to the discussion and comparison of impacts of a proposed project and its alternatives, Section 15126.6 of the State CEQA Guidelines requires that an "environmentally superior" alternative be identified and the reasons for such a selection be disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of adverse impacts. In this case, the No Project Alternative (Alternative A) would result in fewer impacts on the existing environment. However, Section 15126.6(e)(2) of the State CEQA Guidelines states if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Based on the alternatives analysis summarized in Table 5-1, Comparison of Alternatives, the environmentally superior alternative is Alternative B1, Rehabilitation. However, Alternative B1 would be the least effective alternative at satisfying the project objectives because it would provide the least amount of floor area to relocate City services. Alternative B3 would best satisfy the project objectives because the greatest number of City employees could be relocated under this alternative and a new building would provide better fire-life safety and seismic safety features and comply with the City's Green Building Code.

A building's **floor-area ratio** represents the relationship of the exterior enclosure to the space enclosed.

In addition, Alternative B3 provides greater flexibility with respect to office layouts. The floor plate under Alternative B3 would be large enough to provide both private offices and open workstations at a minimum of four deep in an uninterrupted manner. Considering the continually changing work environment, the City considers office space flexibility to be important when planning for the future. Alternative B1 has a narrower floor plate that does not support space

efficiency. Alternative B2 has greater space efficiency than Alternative B1, but is limited when compared to Alternative B3. Overall, Alternative B3 supports the most efficient office space of the three build alternatives. Lastly, Alternative B3 is would have a greater floor-area ratio than the other build alternatives and, as such, would be more cost-efficient to operate.

Chapter 6

Other Environmental Considerations

6.1 Impacts Found to Be Less than Significant

In addition to the environmental impact categories analyzed in detail in Chapter 4 of this DEIR, the City has determined that the development and operation of the proposed project would not result in potentially significant impacts to the environmental impact topics listed below. Section 15128 of the CEQA Guidelines states:

> An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of the project were determined not to be significant and were therefore not discussed in detail in the EIR.

It has been determined that there is no evidence that the proposed project would cause significant environmental effects in the following areas and that no further environmental review of these issues is necessary for the reasons described below.

6.1.1 Agriculture and Forestry Resources

The project site is currently developed with the Parker Center structure and surrounded by similar public and commercial land uses typical of the Civic Center neighborhood of Downtown Los Angeles. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland." The Los Angeles County Important Farmland 2010 map maintained by the Division of Land Protection indicates that the project site and its surroundings are not included in the Important Farmland Category (California Department of Conservation, 2010).[1] No portion of the project site is subject to a Williamson Act contract or is usable as agricultural land. The proposed project would not involve the conversion of agricultural land to another use. Therefore, no impact on farmland or agricultural resources would occur.

According to the City of Los Angeles General Plan, Conservation Element, the only remaining substantial conifer and big tree forests within the immediate area of the City are located outside the City's boundaries within the Angeles National Forest located approximately 17 miles north of the project site (City of Los Angeles Planning Commission, 2001). Therefore, no impact on forests, timberlands, or timberland-zoned areas would occur.

6.1.2 Biological Resources

The project site is located in a highly urbanized part of the City of Los Angeles. The existing project site is sparsely landscaped with trees, shrubs, and ground cover. As part of the project, some of this landscaping along the west and east sides of the Parker Center building would be removed. A landscape plan would be prepared and presented to the Department of City Planning for approval.

[1] State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County 2010 Map. Available: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf.

The project site is not suitable habitat for 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. A query of the California Department of Fish and Game (CDFG) California Natural Diversity Database (CNDDB) conducted in 2004 as part of the Police Headquarters Facility Plan Draft EIR, did not find any occurrences of federal or state-listed endangered species in the project area (City of Los Angeles, 2005). In addition, there are no known locally designated natural communities on the project site or in the project vicinity.

The site contains mature trees that have the potential to be used for nesting by migratory birds. However, the proposed project would comply with the Migratory Bird Treaty Act (MBTA), which regulates vegetation removal during the nesting season to ensure that significant impacts to nesting migratory birds would be avoided. Specifically, in accordance with the MBTA, efforts would be made to schedule the removal of mature trees between September and February to avoid nesting season.

The proposed project would not result in the direct removal, filling or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the project vicinity. There are no known locally designated natural communities on the site or in the project vicinity; therefore, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. Accordingly, the proposed project would not result in significant impacts to biological resources.

6.1.3 Population and Housing

As stated previously, the project site is developed with the Parker Center building, which is a public building formerly occupied by the Los Angeles Police Department. There is no housing on or surrounding the project site and no housing would be displaced as a result of the proposed project. Upon completion of construction, the offices in the proposed Los Angeles Street Civic Building would be occupied by existing City employees and a small number of commercial retail employees. Therefore, a small amount of new employment would be created as a result of the project, which would be accommodated by the existing labor force and there would be no need for new housing. Accordingly, no significant impact to population and housing would occur.

6.1.4 Public Services

6.1.4.1 Police Service

The Los Angeles Police Department (LAPD) provides police protection to the project site. The primary responding station to the project site is the Central Community Police Station located at 251 East 6th Street, which is staffed by approximately 400 sworn and civilian members and responsible for police operations throughout downtown Los Angeles (Brennan, 2012). The project site is located in an area that has a high degree of police presence due to its proximity to City Hall and the new Police Headquarters building; therefore, the project site has not historically placed a high demand on police services. It is assumed that the existing police presence in the project area would be maintained and that the proposed project would not generate a substantial number of emergency calls. The project would not require the expansion of existing police protection facilities or the development of new facilities. As such, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered facilities. Appendix E provides the LAPD responses to questions regarding the proposed project.

6.1.4.2 Fire Service

The Los Angeles Fire Department (LAFD) serves the project site. The nearest responding fire station is Station 4 located at 450 Temple Street, approximately 0.25 mile to the northeast (Milick, 2012). The proposed project includes fire safety improvements such as sprinkler and alarm systems that would improve the overall safety of the site in the event of an emergency. Pursuant to discussions with LAFD, it was noted that fire protection of the project site is adequate and that no additional fire protection equipment or personnel would be required. The project would not require the expansion of existing fire protection facilities or the development of new facilities. As such, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered facilities. Appendix E provides the LAFD responses to questions regarding the proposed project.

6.1.4.3 Schools

School service in the project area is provided by the Los Angeles Unified School District (LAUSD), which currently enrolls over 640,000 students in kindergarten through 12th grade. There are currently no public schools within 0.25 mile of the project site. The proposed project is a public facility, which would be occupied by existing City employees and, as such, would not contribute to an increase in school enrollment. Therefore, no significant impact would occur.

6.1.5 Mineral Resources

There are no known mineral resources underlying the project site. The project site is not within a known source area for aggregate or other mineral resources.[2] Additionally, the project site is not located in an area of potential petroleum resources.[3] Therefore, 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 project site is not delineated as a locally important mineral resource recovery site on any City plans. Therefore, implementation of the proposed project would not result in the loss of availability of a locally important mineral resource recovery site. The proposed project would have no impact to mineral resources.

6.1.6 Hydrology and Water Quality

Hydrology

The proposed project would not use groundwater during the construction or post-construction phases. The project proposes a parking garage that would require excavation to a depth of approximately 40 feet below the ground surface. According to a geotechnical investigation conducted for the Metro Detention Center facility adjacent to the project site, groundwater was encountered at a depth of approximately 40 feet below ground.[4] As such, the depth of the underground parking garage is at or above the groundwater table, and some dewatering may be required for construction of the parking garage, but it would not be long-term. While some of the water supply for the proposed project would originate from groundwater, a majority of the water

[2] Los Angeles Citywide General Plan Framework Draft Environmental Impact Report, Figure GS-1, January 19, 1995.

[3] Los Angeles Citywide General Plan Framework Draft Environmental Impact Report, Figure GS-6, January 19, 1995.

[4] Los Angeles Department of Public Works, Bureau of Engineering. Geotechnical Engineering Report for the New Metro Jail Facility. August 19, 2004.

supply is provided from above ground sources managed by the LADWP. It is anticipated that there is adequate water supply for the proposed project such that the proposed project's demand on groundwater would be less than significant.

The proposed project would utilize the project site's existing drainage facilities during construction and operation. While the project alternatives would result in changes to the paved surface area of the project site, the existing drainage pattern would be maintained and the rate or amount of surface runoff would not change substantially such that flooding would result. There are no streams, rivers, or other natural water features in the vicinity of the project site that would be altered in any way. The proposed project would not introduce a land use that is contrary to the adopted standards for runoff or storm drain facilities at the project site. Therefore, a less-than-significant impact related to site drainage would occur.

The project site is outside of the 100-year or 500-year flood plain areas outlined in the City of Los Angeles General Plan.[5] While the project site is within a potential inundation area, the project would not result in an increased risk of inundation beyond existing conditions.[6] Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death related to flooding or inundation beyond existing conditions. Therefore, less than significant impact related to risk of flooding or inundation by due to dam or levee failure, seiche, tsunami, or mudflow would result.

Water Quality

Construction of the proposed project would be required to meet the National Pollutant Discharge Elimination System (NPDES) requirements for storm water quality. The contractor would also be required to implement Best Management Practices (BMPs) for erosion control. In addition, the contractor would prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to any construction activity. Implementation of the BMPs in the project's SWPPP and compliance with the City's discharge requirements would ensure that the project construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, the project's construction-related water quality impacts would be less than significant.

With respect to the operation of the proposed project, a Standard Urban Storm Water Mitigation Plan (SUSMP) would be implemented to ensure that potential impacts associated with water quality would be less than significant. Furthermore, the proposed project would not include industrial discharge to any public water system. With appropriate project design and compliance with applicable federal, state, and local regulations, code requirements and permit provisions, a less-than-significant impact would occur.

6.1.7 Recreation

There are no recreational facilities on or surrounding the project site. The proposed project would not create significant demand for recreational facilities or contribute to the substantial degradation of existing recreational facilities. Therefore, no impact would occur.

[5] Los Angeles General Plan., Safety Element. Safety Element Exhibit F. November 26, 1996.

[6] Los Angeles General Plan., Safety Element. Safety Element Exhibit G. November 26, 1996.

6.2 Growth-Inducing Impacts

According to Section 15126.2 (d) of the CEQA Guidelines, growth-inducing impacts of the proposed project shall be discussed in the EIR. Growth-inducing impacts are those effects of the proposed project that might foster economic or population growth or the construction of new housing, either directly or indirectly, in the surrounding environment. According to CEQA, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects.

Induced growth is any growth that exceeds planned growth and results from new development that would not have taken place without implementation of the proposed project. Typically, the growth-inducing potential of a project would be considered significant if it results in growth or population concentration that exceeds those assumptions included in pertinent master plans, land use plans, or projections made by regional planning authorities. However, the creation of growth-inducing potential does not automatically lead to growth, whether it would be below or in exceedance of the projected level. Under CEQA, it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Any potential environmental effects of induced growth would be secondary or indirect impacts of the proposed project. Secondary effects of growth could result in significant, adverse environmental impacts, which could include increased demand on community or public services, increased traffic and noise, degradation of air and water quality, and conversion of agricultural land and open space to developed uses.

As discussed previously in Section 4.6, Land Use and Planning, the proposed project would be constructed on the site of the Parker Center building, which previously served as a public use in an already highly urbanized area of downtown. The proposed project would operate as a civic building, housing existing City employees from existing City departments located throughout the City and would not result in an increase in employment such that the population would increase. While new commercial space ranging from approximately 10,000 square feet under Alternative B1 to a maximum of 28,000 square feet under Alternative B3 would be developed, this would not create a substantial number of new jobs such that the existing workforce could not support the increase in commercial space; therefore, it is not anticipated that future operation of the LA Street Civic Building would require large numbers of people to move to the project area. In addition, the proposed project would not create new housing or residential land uses that would directly cause an increase in population.

6.3 Environmental Impacts of Mitigation Measures

The State CEQA Guidelines Section 15126.4(a)(1)(D) states that, "If a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measures shall be discussed but in less detail than the significant effects of the project as proposed." In accordance with the State CEQA Guidelines, the following provides a discussion of the potential impacts that could occur from implementation of the proposed mitigation measures. Sections 4.4 Geology, 4.6 Land Use, 4.7 Noise and Vibration, and 4.9 Utilities do not propose mitigation measures and are therefore, not discussed below.

Air Quality and Greenhouse Gases

Mitigation Measures AQ-1 through AQ-3 deal with non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings; construction haul trucks; and construction equipment meeting pollutant emissions standards of SCAQMD, CARB, and EPA. These measures would have the intended effect of limiting construction period emissions and would not result any physical changes to the environment beyond those resulting from the project. Thus, no significant impacts would result from implementation of these measures. Mitigation Measure AQ-4 encourages construction contractors to apply for SCAQMD "SOON" funds to accelerate cleanup of off-road diesel vehicles. Mitigation Measure AQ-5 requires the use of existing electric infrastructure instead of electrical generators. This would result in an increase in energy usage during the construction period; however, the project site is well served by existing energy infrastructure and the increase in energy usage would only occur periodically and during project construction. No significant impacts from implementation of this measure would occur.

Mitigation Measures GHG-1, GHG-2, and GHG-3 require that the City ensure that recycling/solid waste reduction measures, energy conservation measures, and water conservation measures are included in the building plans for the project. These measures would have the intended effect of reducing greenhouse gas emissions while also reducing the proposed project's solid waste generation, and energy and water consumption, a beneficial effect. Thus, no significant impacts would occur as a result of implementing these measures.

Cultural Resources

Mitigation Measures HR-1 through HR-6 each deal with documenting the Parker Center building's historic significance for the purposes retaining and preserving the building's character-defining features and to guide ongoing building maintenance. These measures would primarily consist of documentation to be preserved in libraries and museums and would not result in physical changes to the environment. HR-4 would require a display documenting the building's significance which would require some additional building materials, construction work, and maintenance beyond that described in this Draft EIR; however, this would be a minor use of resources and would not result in significant impacts. Mitigation Measures ARC-1 and PR-1 address the unanticipated discovery of archaeological or paleontological resources during project construction. These measures involve the analysis of such discoveries and would not result in a significant secondary impact.

Geology and Soils

Mitigation Measure G-1 deals with design specific recommendations for the building foundations and site preparation. This mitigation measure would be implemented during the construction phase and would be incorporated into the final design of the proposed project. Therefore, this mitigation measure would not create secondary environmental effects beyond those analyzed in the Chapter 4.4, Geology and Soils.

Hazards and Hazardous Materials

Mitigation Measures HM-1 through HM-8 relate to sampling, testing, and remediation or removal of known or suspected hazardous materials, such as organic vapors, petroleum hydrocarbons, volatile organic compounds, gasoline, Title 22 heavy metals, lead-based paint, or asbestos-containing materials. These activities would be carried out prior to and throughout construction activities, as applicable, and would not require substantial efforts to achieve relative to the overall project

construction activities. Excavation and/or removal, as well as transport and disposal, of such materials would be conducted in compliance with applicable regulations as part of the overall site clearing and preparation activities. Furthermore, these mitigation measures are specifically designed to prevent any hazardous materials concerns, as well as to localize any potential hazards and ensure that there is no release of materials into the environment. Any hazardous materials removed from the site would be hauled, treated, and/or disposed of by licensed contractors. Compliance with regulations and standards would serve to protect against significant and irreversible environmental change that could result from the accidental release of hazardous materials. Therefore, no significant secondary effects would result from implementation of these measures.

Transportation and Traffic

Mitigation Measures TRANS-1 through TRANS-5 are intended to offset impacts at key intersections without making physical improvements to the intersection. Mitigation Measure TRANS-1 proposes implementation of comprehensive Transportation Demand Management (TDM) strategies as well as transit connectivity strategies in order to reduce additional project trips and minimize traffic-related impacts of the project. The TDM plan may include a variety of strategies that have the potential to result in physical changes to the environment beyond those described in the DEIR. Some of these changes may include provision of bicycle parking, additional signage, financial contributions for a new integrated mobility hub kiosk, a transportation coordinator, a transportation information center, and additional taxi services. Similarly, Mitigation Measures TRANS-2, TRANS-3, and TRANS-4 involve implementation of transit encouraging measures including an integrated mobility hub, transit/pedestrian enhancements, and contribution to the City's Bicycle Plan Trust Fund. These Mitigation Measures would involve minor changes such as bicycle parking, shared bicycles, provision of shared parking spaces included as part of the proposed parking facilities, and landscaping improvements. In general, these changes would be minor in scope and generally geared toward promoting alternative modes of transportation which would have beneficial impacts.

Mitigation Measure TRANS-5 would make hardware upgrades to traffic signals at affected intersections. Accordingly, these improvements would be a temporary off-site change requiring minor construction work. However, these improvements would not be of sufficient scope to result in adverse secondary impacts because the hardware upgrades could be installed quickly and no physical changes to roadways or the traffic light infrastructure would be required. Therefore, these mitigation measures would not result in significant secondary effects.

Chapter 7
Agencies, Organizations, and Persons Consulted

Agencies

City of Los Angeles Department of Public Works, Bureau of Sanitation

City of Los Angeles Department of Recreation and Parks

City of Los Angeles Department of City Planning, Office of Historic Preservation

City of Los Angeles Department of Water and Power

Los Angeles Fire Department

Los Angeles Police Department

Native American Heritage Commission

South Coast Air Quality Management District

Organizations

Los Angeles Conservancy

Natural History Museum of Los Angeles County

Southern California Gas Company

Persons

Tribal Administrator John Tommy Rosas, Tongva Ancestral Territorial Tribal Nation

Chapter 8
List of Preparers

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Chapter 9
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APPENDICES

Appendix A
Notice of Preparation, Responses, and Scoping Meeting Transcript

BOARD OF PUBLIC WORKS MEMBERS

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http://eng.lacity.org

May 8, 2012

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

To: Responsible Agencies, Trustee Agencies, Stakeholders, and Interested Parties

From: City of Los Angeles, Department of Public Works
Bureau of Engineering, Architectural Division,
Municipal Facilities Program
1149 South Broadway, Suite 600
Los Angeles, CA 90015-2213

Subject: Notice of Preparation of a Draft Environmental Impact Report for the LA Street Civic Building Project

The City of Los Angeles, Department of Public Works, Bureau of Engineering (City) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. The Bureau of Engineering requests your comments as to the scope and content of the EIR.

Project Title	LA Street Civic Building Project
Project Location	The proposed project is located in the northeastern portion of downtown within the City of Los Angeles, County of Los Angeles at 150 N. Los Angeles Street. (see Figures 1 and 2 for regional location and project vicinity map). The project site is located in the block bounded by Temple Street to the north, Judge John Aiso Street to the east, 1st Street to the south, and Los Angeles Street to the west. The project would occupy the entire block except for the southwestern portion. A map of the project location is attached as Figure 2.
Project Description	Following the completion of the new Police Headquarters Facility (PHF), a majority of Parker Center was permanently vacated and secured. Today, only a small portion of the facility is used by the Police Department and the facility is expected to be fully vacated by the end of 2012. Due to the property's close proximity to City Hall, the City has identified an opportunity to improve city services by re-activating this underutilized property. There are three potential alternatives that are under consideration for the Parker Center site: Alternative 1 – Rehabilitation and restoration of the existing Parker Center building. This Alternative would include seismic improvements, conversion of portions of the building into City Department offices, commercial space, associated parking, and other improvements to bring the building up to City and State codes and standards. Alternative 2 – Partial demolition, renovation, and addition of up to

Recyclable and made from recycled waste.

	approximately 500,000 square feet of building area and a parking garage containing approximately 500 parking spaces. Alternative 3 – Full demolition of the Parker Center building and construction of a new, 750,000 to 1 million square-foot building. A 750 to 1,000 space parking garage may also be constructed. Under each alternative City Department offices, parking facilities, a cafeteria, and commercial space would be provided. The new or improved facility would support the City's sustainability initiatives by rehabilitating or constructing a building that meets the City's Green Building Code Environmental Impacts of all the three alternatives would be evaluated through the EIR process.
Potential Environmental Effects	• Aesthetics • Air Quality • Cultural Resources • Geology and Soils • Hazards & Hazardous Materials • Land Use and Planning • Transportation/Traffic and Parking • Noise and Vibrations • Construction Impacts • Cumulative Impacts

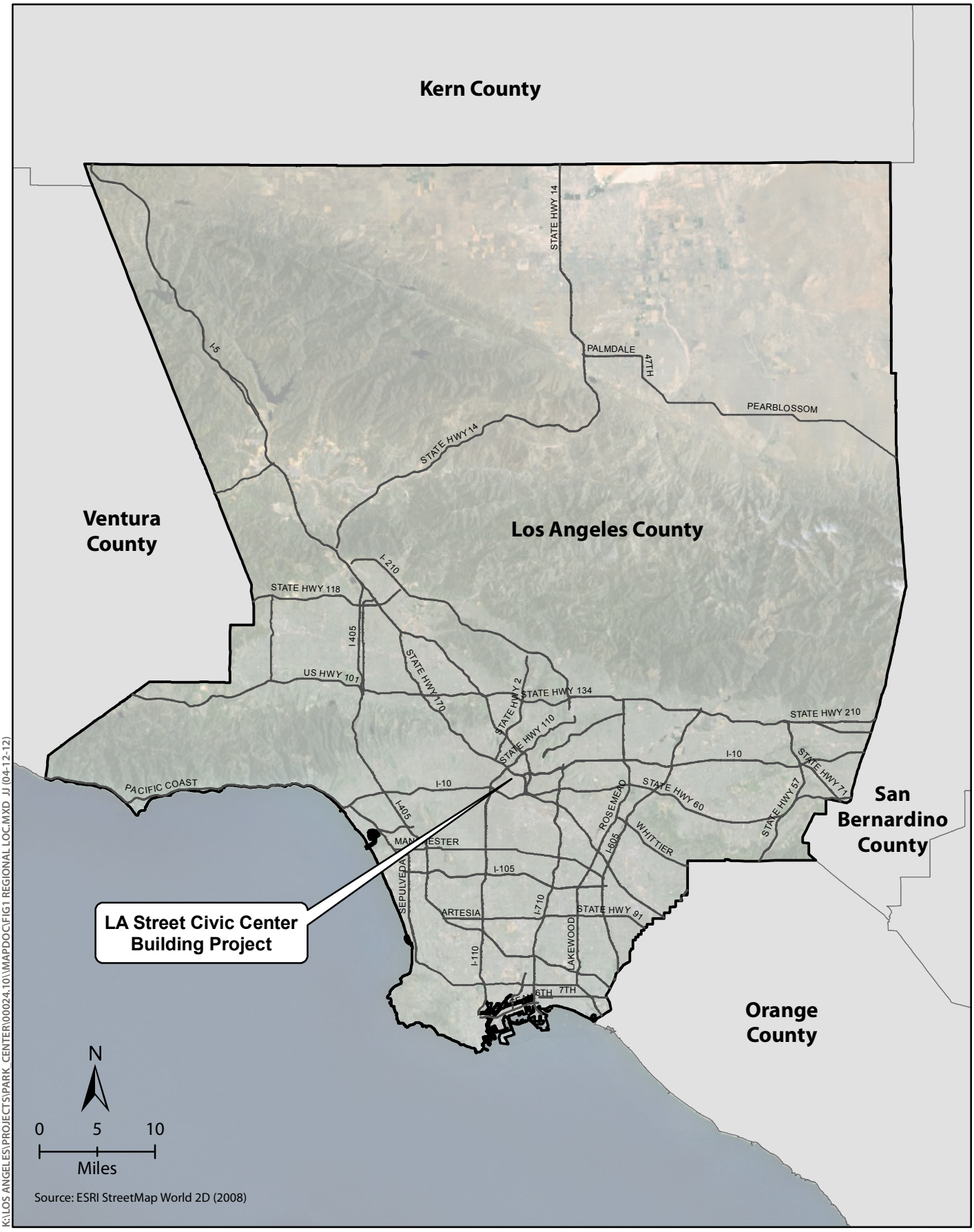
Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to:

Mahmood Karimzadeh, AIA
Principal Architect
City of Los Angeles
Public Works, Bureau of Engineering
Architectural Division, Municipal Facilities Program
1149 South Broadway, Suite 800
Los Angeles, CA 90015-2213
or
Via e-mail to: oldparkercentereir@lacity.org

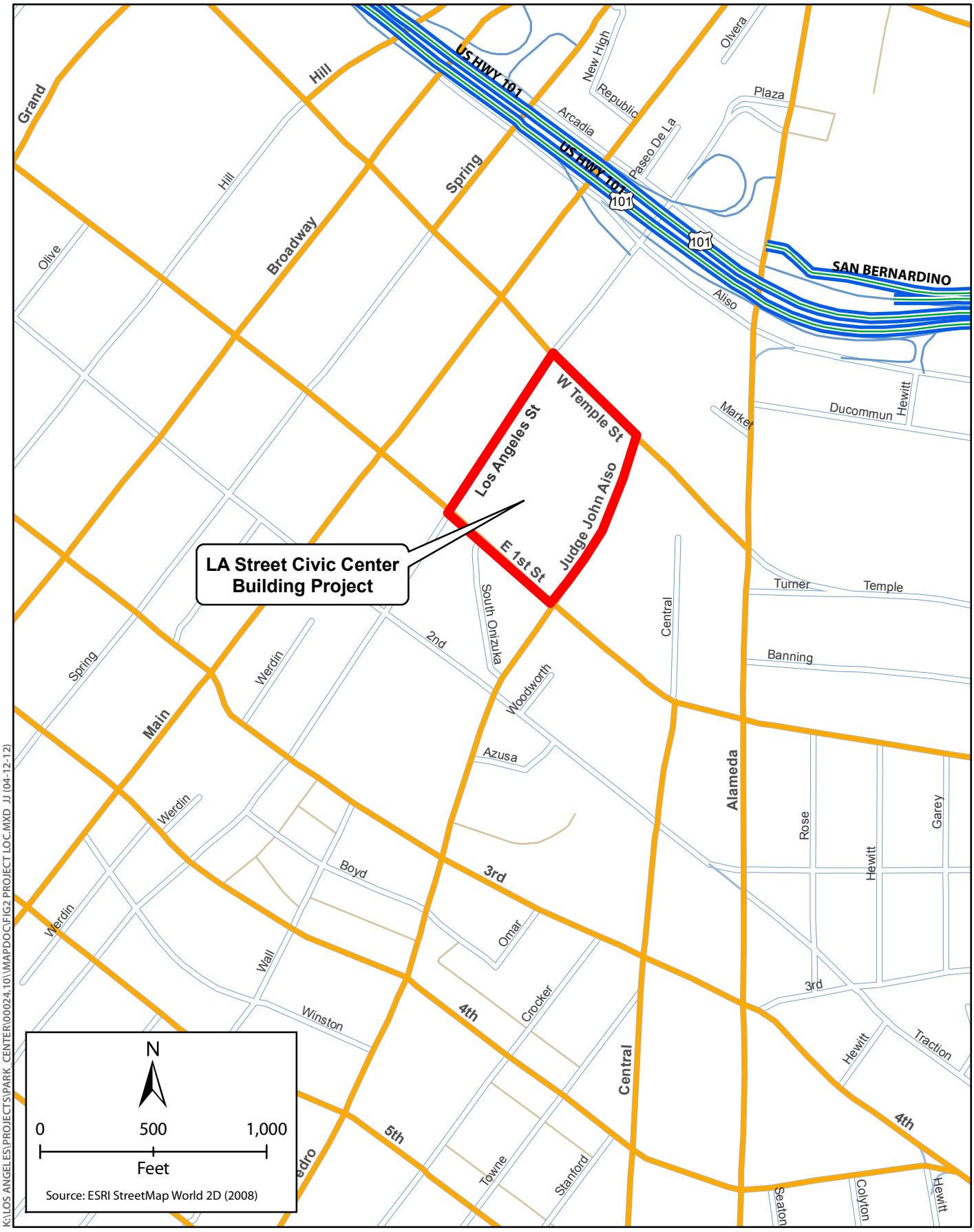
A public scoping meeting will be held to receive public comments regarding the scope and content of the environmental information to be included in the Draft EIR. The Bureau of Engineering encourages all interested individuals to attend this meeting. The location, date, and time of the public scoping meeting for this project are as follows:

Little Tokyo Branch Library
203 S. Los Angeles Street
Los Angeles, 90012
Tuesday, May 22, 2012
5:30 pm to 7:30 pm



ICF INTERNATIONAL

Figure 1
Regional Location Map
LA Street Civic Center Building Project



K:\LOS ANGELES\PROJECTS\PARK_CENTER\00024.10\MAPDOC\FIG2 PROJECT LOC.MXD JJ (04-12-12)

ICF INTERNATIONAL

Figure 2
Project Location Map
LA Street Civic Center Building Project

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LA Street Civic Building Project – EIR Scoping Meeting
Tuesday, May 22, 2012
Commenter Card

Please Print

Name MICHAEL OKAMURA

Address _____

Organization LITTLE TOKYO HISTORICAL SOCIETY

Email _____

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LA Street Civic Building Project – EIR Scoping Meeting
Tuesday, May 22, 2012
Commenter Card

Please Print

Name Flora Chan

Address 523 W. Sixth Street, Suite 826, LA 90014

Organization Los Angeles Conservancy

Email fchan@laconservancy.org

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LA Street Civic Building Project – EIR Scoping Meeting
Tuesday, May 22, 2012
Commenter Card

Please Print

Name Mike Okamoto

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Organization Little Tokyo Community Council

Email okalax@gmail.com

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LA Street Civic Building Project – EIR Scoping Meeting
Tuesday, May 22, 2012
Commenter Card

Please Print

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LA Street Civic Building Project – EIR Scoping Meeting
Tuesday, May 22, 2012
Commenter Card

Please Print

Name BILL WATANABE

Address 231 E. 3rd ST. L.A. 90013

Organization Little Tokyo Service Ctr.

Email BW@LTSC.org

CITY OF LOS ANGELES

PUBLIC SCOPING MEETING

L.A. STREET CIVIC CENTER BUILDING PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT)
)
L.A. STREET CIVIC BUILDING PROJECT)
203 South Los Angeles Street)
Los Angeles, California)
)

TRANSCRIPT OF PROCEEDING

Los Angeles, California

Tuesday, May 22, 2012

Reported by:

SUZANNE RICARDO
CSR No. 13659

Job No.:
B8319NCO

CITY OF LOS ANGELES
PUBLIC SCOPING MEETING
L.A. STREET CIVIC CENTER BUILDING PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT)
)
L.A. STREET CIVIC BUILDING PROJECT)
203 South Los Angeles Street)
Los Angeles, California)
_____)

TRANSCRIPT OF PROCEEDINGS, taken at Little Tokyo Branch Library, 2033 South Los Angeles Street, Los Angeles, California, commencing at 5:36 p.m. on Tuesday, May 22, 2012, reported by SUZANNE RICARDO, CSR No. 13659, a Certified Shorthand Reporter in and for the State of California.

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Los Angeles, California, Tuesday, May 22, 2012
5:36 p.m.

BOB UYEDA: Good afternoon. I'm Bob Uyeda, principal of IBI group. We are the primary architects for this project. This project is the study of the old Parker Center. We're calling it Los Angeles Street Civic Building. We are studying for the City.

Let me introduce some of the team here. For the City, from the Bureau of Engineering, Mahmood Karimzadeh, the principal architect. Reza Bagherzadeh, also an engineer for the City.

REZA BAGHERZADEH: Senior engineer.

BOB UYEDA: Senior engineer for the City. And please introduce yourself from ICF.

PAULETTE FRANCO: Paulette Franco.

BOB UYEDA: When I have to introduce people, I forget their names. And also for ICF --

COLLEEN DAVIS: Colleen Davis.

BOB UYEDA: And then Lynn Johnson, IBI Group. And then our public outreach people, Joanne Kumamoto, and Alan Kumamoto.

With that kind of general introduction, we're studying the building for the City. They are looking at it in terms of relocating many of the city offices into

this building. We're looking at it in three ways:

One, I think -- we have three alternatives that we're going to be studying. I think Paulette will tell you what the issues are relative to the Environmental Impact Report of it, and what we have to go through.

The three alternatives that we're going to be looking at is the re-use of the existing building. Then the second alternative, a partial re-use of the building and then an addition to that building. And then the third alternative would be a total replacement of the building.

Yes, sir?

BILL WATANABE: So a partial re-use means tearing some of the building down, but keeping or adding --

BOB UYEDA: We're looking at that. We're looking at it in terms of the square footage and what will be yield from the proposed square footage -- excuse me. This is Paul Young.

PAUL YOUNG: Hi.

BOB UYEDA: I think in answering your question, about the re-use of the building, yes. I believe the building has about 275,000 square feet. We're looking at it on a minimal basis of 500,000 and then on a larger scale basis of about 1,000,000 square feet.

BILL WATANABE: I guess I would ask, a partial re-use could mean keeping a part of the more historically --

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BOB UYEDA: Part of our charge here, Bill, is in the Environmental Impact Report, our part of the responsibility is looking at the historic aspects of the building, and how we're going to deal with that. It may mean that we have to take part of it out.

If in fact we take the whole building out, we're going to have to look at it very carefully in order to do so. Maybe if we can get into a little bit of some of that.

Mahmood, would you like to --

MAHMOOD KARIMZADEH: Again, my name is Mahmood Karimzadeh. I'm the principal architect with the Bureau of Engineering, Department of Public Work, City of Los Angeles. Thank you for being here. We appreciate that.

What you know is happening here, in terms of Parker Center is because the occupants of the Parker Center building two years ago -- three years ago moved to new public headquarter facilities. As a result, the building is almost empty now. So the City is talking about what to do with the building.

The law requires us to go through this process that we're here for, in order to determine what to do with the building. Of course, all the options that are on the table that we can look at will be here. But there are major options, there are smaller options. And the smaller options hook onto major options.

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So we are organizing the options that Bob was discussing, the three major options. Basically, the fact the City has resources that need this place to provide services to the community. These people are now somewhere else. Some of them are in the lease spaces around this City Center, some are paying rent to here and there.

The other City facilities -- and they are in two places, so the efficiencies are not there, the response to the community is not there. We are trying to be more efficient than we are now in order to consolidate all of those in one place, which is Parker Center.

The existing building is there and gives us those challenges. We either have to repair it or add to it, or change it and do something else to it. The three options present us with everything that could happen here, every scenario.

But there is a department within the City of Los Angeles who determines the spaces and places for the City workers and City offices. That office came within the needs that the City has right now. That need is determined to about 500,000 square feet to 750,000 square feet.

That's why we're trying to establish -- 750,000 square foot is the ceiling bid for the City, that we may go up to that, but not certainly. It could be lower than that. We

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don't know. However, the square footage of the Parker Center right now, the existing building, is about 240,000 to 275,000 square foot-plus.

So as you can see, there are many many thousand square footage that are missing from what the City needs. So we have to do something about it. Now we're talking about the partial demolition. Because the replacement -- total replacement is to put a new building there.

The partial demolition is the building that the two lease process components of the building, if it is identified as a historical component, somehow we deal with them and keep them to make sure they comply with the demolition and to comply with the applicable codes. And then add to the building, to get to that 500,000 or 750,000 square foot.

So basically, from that perspective. But in order to go through these three options, there is a lot more work to be done. We are not there yet. We don't know how the partial demolition can happen. We don't know if the new building, what it looks like or how it would be there.

How it will be, a ten-story building, a twelve-story -- we don't know. We're here to start that process. And we're very happy to get the communities involved with this area stage of the process in order to get feedback. To learn from your concerns, your questions,

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your suggestions. And we go from there.

BOB UYEDA: Next, we'll have Lynn Johnson from our office.

LYNN JOHNSON: We had some boards up here with some exhibits to show you. And I think you've been looking at these before the meeting started. This shows the location of the Parker Center here, relative to Little Tokyo.

It includes the tower and the administration area here and the jail. As Mahmood said, part of this is being occupied right now by the police -- the crime lab is still there. It's going to be relocated shortly to Piper Tech.

It involves -- the site perimeter we're showing here, it's limited. Also on this grander site, you have the metro jail that was recently built. You have the 911 Call Center; that's fairly new. And then you have this area over here, which is the plaza and parking levels underneath. That kind of determines the whole block.

Our site really is bound by the limits of those other projects. The three alternatives Bob was mentioning and Mahmood, we will get into in more detail as we go through the process. The existing building to stay and be re-used, it will be treated as a historic building with the Secretary of the Interior Standards as a guideline.

Just to go through these boards a little bit and show you what we have. So this is the elevations of the existing building, obviously, the Parker Center that was

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built in 1955. This shows a little more affirmation here on this board.

It was designed by Welton Beckett. It's eligible to be listed, and that's why the renovation would have to conform to the Secretary of the Interior Standards. There are some significant historical elements, both inside and exterior to the building.

This is the challenge for option two, which is re-using part of the building and demolishing part of the building. What parts would stay and what parts would be treated as a historical item.

BOB UYEDA: I think, Paulette, did you want to explain the EIR process to the group?

PAULETTE FRANCO: I'm part of the consulting team. And we're here tonight as part of the California Environmental Quality Act process. We sent out a notice of preparation. We're starting to work on an EIR. The NOP was sent out two weeks ago, on the 9th of May.

What that did was just announce the start of the process. So we're inviting all the public here today to hear what your concerns are, either about the three alternatives that were outlined, or about any environmental issues or concerns that you want to see studied in the EIR.

The purpose tonight is to hear what the concerns are of the community, from the people who know the area

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the best. And all of those concerns are being recorded by our stenographer, who is a real trooper. And also, you can provide written comments with comment sheets.

You can fill them out and turn them in tonight, or you can mail in any letters you want to the mailing address and Mahmood's information is on the NOP. If you want to speak tonight, rather than write something down, we have little comment sheets.

You just write your name on that. I'll give you the microphone, and you can say whatever you want. Right now, we are at the beginning of the EIR process.

With that, does anybody here would like a comment sheet that doesn't have one? Or a comment card to speak? That is for tonight. Okay, if anybody would like one, I'll pass them out. Any questions or comments that you have.

MIKE OKAMOTO: My question is: When the police headquarters was built, was there any study done as to what would be happening to the old building when you vacate it? There must have been some kind of study done before the headquarters was built.

PAULETTE FRANCO: When you have questions like that, we want those questions as --

MIKE OKAMOTO: It's not relative to this project. It's historical information, because if there was a study

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done before the headquarter -- the police headquarter was done, we have to know about it. What was their previous intent to build the new headquarters? What would have happened to the old building here, the Parker Center?

BOB UYEDA: I don't think we're familiar with that. If you write your question down, we will look into that and answer that throughout this process.

MIKE OKAMOTO: There must be some kind of process.

PAULETTE FRANCO: As part of the Environmental Impact Report, what we will do is we are researching any past environmental studies that have been done as well. That is actually a relevant question. Even if any of you think it is irrelevant, it is very relevant.

This is Jim Doty.

JIM DOTY: Hi, I'm Jim Doty. I'm head of the Bureau of Engineering Environmental Group, the group that prepared the EIR for the police administration building. We left treatment of the old Parker Center for a future date, which is now.

Because we didn't have enough information about our intent and our options as part of that project to address that concern. So at that time, our position was whatever future use of the old building would be analyzed in a separate sequent process, which is what we're doing now.

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PAULETTE FRANCO: Thank you very much. All of these questions are really important. Does anybody have comment sheets? This is Bill Watanabe.

BILL WATANABE: I guess it's a comment. On the drawing that was shown that shows the layout behind the pictures, there's not a lot of space left, I guess, if you count the 911 Center, the plaza, and the jail.

But I guess my comment is this: Civic buildings are good during the daytime and for the businesses in Little Tokyo, and is nice because employees come out maybe have lunch, that kind of thing. There's foot traffic and there's life that going on.

But after 5:00 o'clock, everybody goes home. And the building is pretty much there, dark. And it's kind of desolate or lonely. I think the City really should consider trying to put in some private businesses, storefronts, or offices.

But in some way to try and make it a little bit less like a public building, where everyone is gone and there's nothing going on. Because I think that would add to the liveliness to the street level of a place that doesn't just shut down at 5:00 p.m.

Even if it's just small places here and there, if you could design that in. I think that will generate money for the City itself. Which, you know, the City is

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a quarter of a billion dollars in debt or something.
I strongly urge the City to consider putting some kind of business or commercial element to it that would add to the street life.
PAULETTE FRANCO: Okay. Thank you.
And Jason Yamaguchi.
JASON YAMAGUCHI: My question, we talked about historical preservation. From that point, is there any historical value of the building, other than it was built in 1955 and then is named Parker Center? I've been there a few times. Because I'm for the Alternative number 3. So that's why I'm asking this question, any historical value in that building?
PAULETTE FRANCO: That is exactly one of the issues that we'll be looking at in the Environmental Impact Report, there will be a study on historic resources of the building, history and everything else, the character of it.
Is there anyone else who would like to speak?
Mike Okamoto.
MIKE OKAMOTO: For the Alternatives 1 and 2, when you consider using part of the existing building, historic preservation is one thing, but I would like you to consider how to sort of save the material and resources in.
For instance, if a structural portion or

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non-structural portion can be saved as part of the new building, that would be a much, much better way of building it. Instead of just preserving the historical, but at the same time, the major component of the building has to be evaluated to see if you can conserve it, as a green building concept.
PAULETTE FRANCO: Thank you.
And Flora Chou.
FLORA CHOU: Thank you. I'm with the Los Angeles Conservancy, so we do appreciate that the city is looking at the preservation alternatives as well. We agree many of the things that people have said here. Looking at all the different options of keeping the building, but also the one option of doing an addition to it, is something we would like to see analyzed in the alternatives.
My general question about this, in terms about what has been commented on is for the NOP, if these three alternatives are all equally evaluated at this point? Or is this just the first process?
PAULETTE FRANCO: Those are good questions. Legally, the deadline is 30 days from when you received it. So if it was mailed out on the 8th, if you received it on the 9th or the 10th, it would be June 9th. That's the deadline for the public comments.
And again, the address and e-mail address for

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same comments is on the second page of the NOP, or you can turn in comments tonight if you like. And your second question was alternatives. That's a very good question.
-- Typically, when do you an EIR you have a preferred alternative. However, for this project, the City has decided not to chose a preferred alternative yet. In the EIR, we will be looking at all three alternatives equally and analyzing them on an equal level.
Restate your name for the record.
BILL WATANABE: Bill Watanabe. I couldn't think of everything I wanted to say. I did want to comment that across from the street from the site there, the Little Tokyo community has been talking about a park.
One of the big concerns about a park is what happens after dark and that kind of thing. Just to emphasize my point whatever foot traffic, whatever kind of additional activities we can have maybe along Aiso Street, as well as along 1st Street, is going to help Little Tokyo a lot, especially that park area.
We don't want it to be a desolate place where people are afraid to go there.
PAULETTE FRANCO: Is there anyone else? We have time. This meeting is scheduled until 7:30.
MIKE OKAMOTO: Hi, this is Mike Okamoto. As you know,

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once, this area was part of the Little Tokyo. I don't mean to go into territorial issues, but I want to make sure there is some kind of linkage between this whole project to the Little Tokyo community itself.
That way when you have any access flow, you should consider flowing it into Little Tokyo, as well as Little Tokyo flowing back into Civic Center area.
PAULETTE FRANCO: Okay.
Anyone else?
MICHAEL OKAMURA: I'm Mike Okamura, Little Tokyo Historic Society. And with the site having an odd configuration, but linking into Little Tokyo. As we all know, Little Tokyo has been revitalized. There are many young people now during the evening and on the weekends.
So I would like to see some how the plaza being utilized. It's a lovely space, but it's not being utilized. If the foot traffic extends up and down 1st Street, so it can flow around the corner on to San Pedro, and if this park -- Central Avenue park is ever constructed, to have some linkage there.
As downtown is being more developed, coming in from the south and around this area, I think it would be very ideal if there was some commercial -- some additional public spaces, something that is lively during the weekend as well.

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Because, again, there's so much more activity in Little Tokyo. It would be vital to have that connect into the neighborhood, and even further into connecting it to Civic Center because of the new park going into City Hall.

At one point, my grandparents had a business right where that was torn down because of all that. It's a vital link into the neighborhood, and it will only help the City of Los Angeles with additional tax revenue, with the right types of misused development, maybe even some housing. Those are my comments.

PAULETTE FRANCO: Thank you.

Anyone else?

FLORA CHOU: I was just wondering if you have project objectives for this as well at this point, and whether or not any of the comments today are going to inform the project objectives.

PAULETTE FRANCO: Yes. The responses -- the project objectives are part of the EIR, part of the process. Everything that we're doing here tonight will be considered and inform everything that we're considering in the EIR.

It will be all considered in the big picture. Is that it? I'm going to pass this back to the City, if nobody has any other comments.

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MAHMOOD KARIMZADEH: Okay. If nobody else has any question for us, I just want to thank you so much for taking your time and coming here today and helping us through this process. I just wanted to tell you how glad we're here at the beginning stages trying to see your comments.

Believe it or, not it's only four or five people from community, but you provided excellent comments. Whether you just provided us with it will help us through this process. What you just said about the corner, and what you were talking about using the -- bringing people in there and maybe some commercial.

And everything else that you said, just great comments. We appreciate for that, and everything is very helpful. We will be looking at these comments and will consider them throughout process. And we will provide the draft EIR at one point.

Everybody will get a chance to comment on it again. And that will happen about six months from now. So you have a deadline also to receive your written comments, written concerns. We will consider all of those.

We will be analyzing all comments. Of course, we will be busy with thinking about these three options. What are the consequences of those options, what do we need to get to each option. And then when we learn that, that will be analyzed and all of your comments received.

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And that would provide the third option at one point, which would be covered in the EIR letter. Again, thank you so much and have a good evening. Thank you.

REGINA O'BRIEN: I, as the chair of the Modern Committee of the Los Angeles Conservancy, speak for the rest of the Modern Committee in strongly supporting Alternative 1, which is the adaptive re-use of the building.

The building is very significant, by a very significant architect. And has not only architectural significance, but cultural significance. It is a modern building, which many modern buildings have been successfully adaptively re-used.

And we would ask that very serious consideration be given to any adaptive re-use of a building, we consider very important. Welton Beckett was featured in a tour by the modern committee of the Los Angeles Conservancy in 2007 on the work of Welton Beckett, which includes the Capital Records building, the Cinerama Dome, and many significant structures throughout Los Angeles. And the occasion of the tour was his hundredth birthday, what would have been his hundredth birthday.

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So we have been very active in the preservation efforts on both Capital Records and the Cinerama Dome and would anticipate be very active in the following of this process. In addition, the Modern Committee considers the mural and artwork by significant Los Angeles artist, Joseph Young to be of significance as well.

(Hearing concluded at 7:30 p.m.)

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Mahmood Karimzadeh <mahmood.karimzadeh@lacity.org>

RFI: LA Street Civic Building Project - NOP Draft EIR

1 message

Denise Chow <denise.chow@lacity.org> Tue, Jun 12, 2012 at 4:50 PM
To: Mahmood Karimzadeh <mahmood.karimzadeh@lacity.org>
Cc: Kwasi Berko <kwasi.berko@lacity.org>, Rowena Lau <rowena.lau@lacity.org>

Hi Mahmood,

We are currently processing the wastewater comments for the project stated in the subject line. Can you provide more details regarding the project description or is it unavailable at this time? If unavailable, we can provide existing sewer conditions.

If the details are known, please provide the proposed sq ft and land uses for Alternative 1, 2 and 3. For example: Alternative 1 - 100,000 SF office, 50,000 SF cafeteria, 35,000 SF commercial. Alternative 2 - 500,000 SF office, etc.

Once these details are available, we may provide our comments.

Thank you!

Denise Chow
Environmental Engineering Associate
Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles
p 323.342.1564

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(213) 202-2681
FAX - (213) 202-2612

MICHAEL A. SHULL
Superintendent
Planning, Construction and
Maintenance Division

June 12, 2012

Mahmood Karimzadeh, AIA Principle Architect
City of Los Angeles
Public Works, Bureau of Engineering
Architectural Division, Municipal Facilities Program
1149 South Broadway, Suite 800
Los Angeles, CA 90015

Dear Mr. Karimzadeh:

LA STREET CIVIC BUILDING PROJECT

Thank you for your memo regarding the LA Street Civic Building Project.

The rehabilitation of the Parker Center property offers a unique opportunity to provide additional, and much needed, open space to the downtown community.

Since none of the alternatives proposed in the memo regarding the Environmental Assessment for the project includes a residential component there will likely be no code-mandated mitigation measures regarding either the provision of open space or the payment of associated fees. However, this Department strongly encourages and supports any efforts that may be included within this project to provide open space in an area of the City that is strongly lacking in the same.

If you have any additional questions or comments you may contact Melinda Gejer, of my staff, at (213) 202-2656 or melinda.gejer@lacity.org.

Sincerely,

JON KIRK MUKRI
General Manager

MICHEL A. SHULL
Superintendent

JKM/MAS/MG:ar

cc: Reading File
WA No. 12712

Recyclable and made from recycled waste.

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

ARCHITECTURAL DIVISION
RECEIVED
12 JUN 29 AM 10:42
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CITY OF LOS ANGELES

DATE: June 25, 2012

TO: Mahmood Karimzadeh, Principal Architect
Architectural Division
Bureau of Engineering

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation

SUBJECT: **LA Street Civic Building Project – Notice of Preparation Draft EIR**

This is in response to your May 8, 2012 letter received May 24, 2012 requesting a review of your proposed City Department offices project. The Bureau of Sanitation has conducted a preliminary study of the wastewater and stormwater systems of the proposed project.

WASTEWATER REQUIREMENT

The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. This evaluation will conduct a preliminary study of the existing sewer lines and gauges located within the vicinity of the proposed project location.

Discharge Route

The sewer infrastructure in the vicinity of the proposed project includes an existing 10-inch line on 1st St, 8-inch line on San Pedro St, and another existing 8-inch line on San Pedro St. The sewage from the first existing 8-inch line splits into a 14-inch line on Alameda St and 22-inch line on Alameda St. Flow from the 22-inch split line continues and discharges into a 20-inch line on Alameda St. The sewage from the existing 10-inch line and second 8-inch line joins the flow from the 14-inch split line before discharging into a 24-inch line on Alameda St. Figure 1 shows the details of the sewer system within the vicinity of the project.

The design capacities at d/D of 50% in the sewer system are shown in Table 1.

Table 1: Design Capacities

Pipe Diameter (in)	Pipe Location	50% Design Capacity
10	1st St	436,084 GPD
8	San Pedro St	226,438 GPD
8	San Pedro St	251,210 GPD
14	Alameda St	1.17 MGD
22	Alameda St	1.86 MGD
20	Alameda St	2.40 MGD
24	Alameda St	2.88 MGD

Gauging Locations

The current approximate flow levels (d/D) are shown in Table 2.

Table 2: Existing Gauging Data

MH #	Pipe Location	Current Gauging d/D (%)	Gauged Date
516-08-103	1st St	*	*
516-08-075	San Pedro St	*	*
516-08-036	San Pedro St	*	*
516-08-152	Alameda St	48	2009
516-08-231	Alameda St	36	2011
516-12-120	Alameda St	17	2010
516-16-089	Alameda St	40	2011

* No gauging available

Currently, the project description lacks sufficient detail for us to conduct a detailed wastewater capacity analysis. Should the project descriptions change or more details related to the flows become available, please continue to send us information so that we may conduct a sewer assessment in the future. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.

STORMWATER REQUIREMENTS

The Bureau of Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

The project requires implementation of stormwater mitigation measures. These requirements are based on the Standard Urban Stormwater Mitigation Plan (SUSMP) and the recently adopted Low Impact Development (LID) requirements. The projects that are subject to SUSMP/LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled"*Development Best Management Practices Handbook – Part B: Planning Activities*". Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lastormwater.org. It is advised that input regarding SUSMP requirements be received in the early phases of the project from WPD's plan-checking staff.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-away to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the SUSMP/LID requirements.

CONSTRUCTION REQUIREMENTS

The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturbed more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

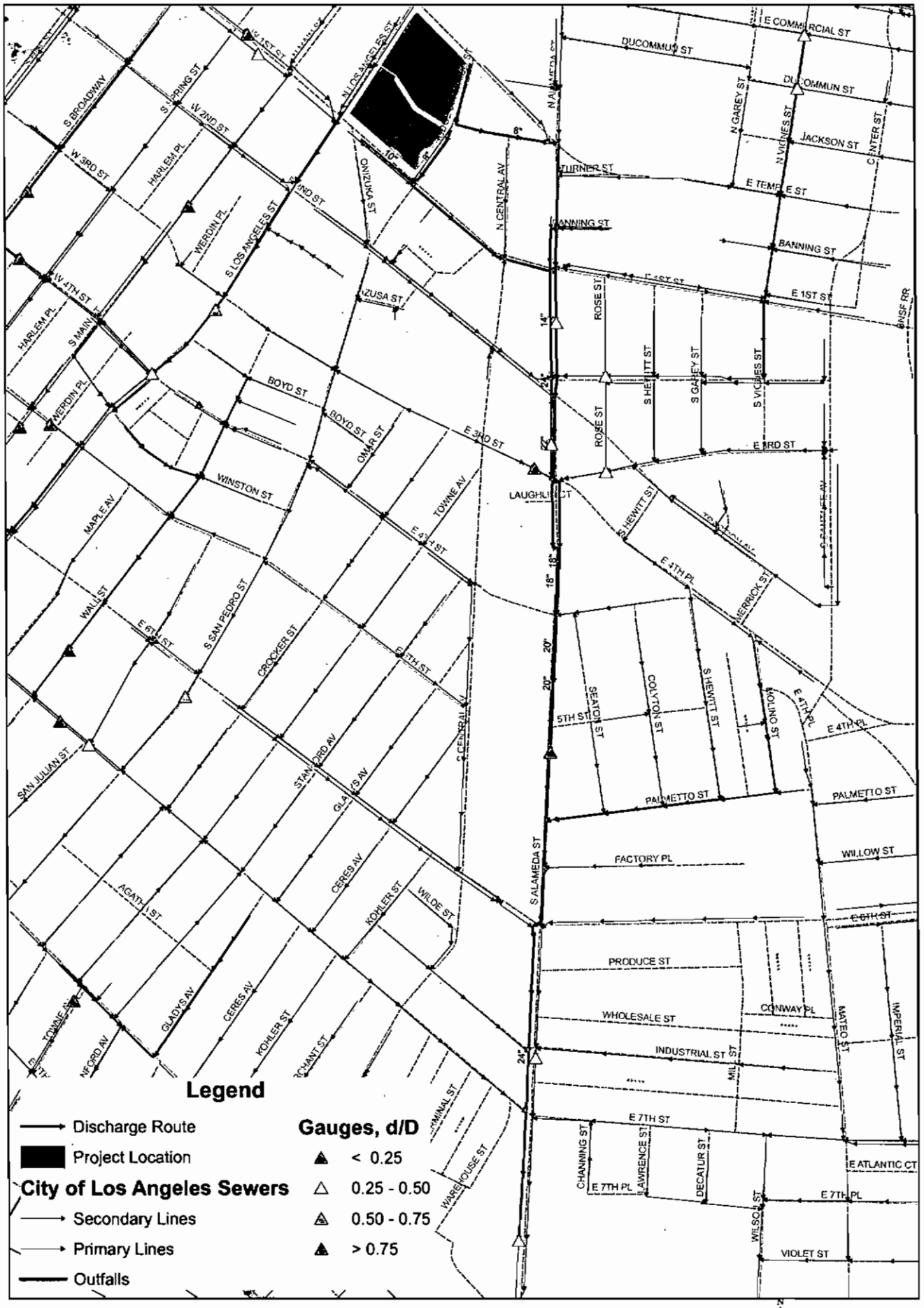
If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3rd Fl, Station 18.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684.

Attachments: Figure 1 – Sewer Map

cc: Kosta Kaporis, BOS
Daniel Hackney, BOS
Rowena Lau, BOS



Legend

- Discharge Route
- Project Location

City of Los Angeles Sewers

- Secondary Lines
- Primary Lines
- Outfalls

Gauges, d/D

- ▲ < 0.25
- △ 0.25 - 0.50
- ◬ 0.50 - 0.75
- ▲ > 0.75

Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

SANITATION
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Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

FIGURE 1
LA Street Civic Building Project
Sewer Map

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W E
S

0 300 600 900 1,200
Feet

LOS ANGELES CONSERVANCY

June 15, 2012

Submitted by email

Mr. Mahmood Karimzadeh, AIA
Principal Architect
City of Los Angeles
Public Works, Bureau of Engineering
Architectural Division, Municipal Facilities Program
1149 South Broadway, Suite 800
Los Angeles, CA 90015-2213
Email: oldparkercentereir@lacity.org

RE: Notice of Preparation for the LA Street Civic Building Project

Dear Mr. Karimzadeh:

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Notice of Preparation for the LA Street Civic Building Project, which impacts the historic Parker Center building. The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 7,000 members. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County.

In March 2012 the Conservancy met with City staff and its project team, understanding that three project alternatives will be fully evaluated within the Draft EIR. The following comments are intended to help in the development of these alternatives and a preferred project that meets the City's objectives while still maintaining Parker Center's eligibility as a historic resource.

I. Historic significance of Parker Center

Parker Center was designed by Welton Becket and Associates and completed in 1955. The eight-story, International Style building with integrated art and landscaping components was a significant, postwar addition to the Los Angeles Civic Center. It received critical acclaim upon opening for its innovative design that integrated virtually all departments of the municipal police department into a single facility. At the time this was unprecedented and a new type of building. Parker Center is credited as being influential in the design of other similar buildings that followed in other parts of the country.

Originally known as the Police Facilities Building, the building was posthumously named for Chief William H. Parker, who served as Chief of Police at the Los Angeles Police Department from 1950 to 1966. While Chief Parker's legacy has been mixed, he is

associated with reducing corruption in the department and developing administrative concepts that have since become established procedures. .

The building's original design remains highly intact. It features contrasting, rectilinear volumes, most apparent through its multi-story, rectangular tower of administrative offices set atop a one-story base housing an administrative wing to the south and an auditorium to the north. The two-story jail portion of the building extends north from the tower at the rear. Horizontal bands of windows alternating with mosaic tiles dominate the north and south elevations of the tower, which features contrasting, windowless west (Main) and east elevations clad in ceramic veneer panels. Twelve delicate pilotis (isolated columns) clad in blue mosaic tile support the mass of the tower extending over the main entrance plaza at Los Angeles Street.

Parker Center includes two integrated, site-specific art pieces as part of the original design: the bronze sculpture "The Family Group" by artist Bernard J. Rosenthal and the expansive mosaic "Theme Mural of Los Angeles" by artist Joseph Young, which are both original to the building. "The Family Group," located to the right of the main entrance, is a wall-mounted, 14-foot tall bronze sculpture of four figures and represents a policeman protecting his family. "Theme Mural of Los Angeles," which is a cantilevered glass mosaic mural, served the dual purpose of civic art and as a screen for the telephone bank on its reverse side. The 36-by-6-foot mosaic depicts a stylized composition of images representing the Los Angeles cityscape, including such iconic landmarks as Los Angeles City Hall, Griffith Observatory, and Grauman's Chinese Theatre.

Parker Center has long been recognized as a significant resource, and was included in the Los Angeles Conservancy Modern Committee's 2003 tour "Built by Becket," which showcased notable designs of Welton Becket throughout Los Angeles County. Parker Center was identified as a historic resource eligible for listing in the California Register of Historical Resources in 2004 through a historical assessment prepared for the Proposed Public Safety Facilities Master Plan project. Additionally, Parker Center was identified as a historic resource eligible for listing in the National Register of Historic Resources in 2010 through the Regional Connector Transit Corridor project, which received concurrence from the California State Office of Historic Preservation.

II. Project Alternatives

A key policy under the California Environmental Quality Act is the lead agency's duty to "take all action necessary to provide the people of this state with… historic environmental qualities…and preserve for future generations…examples of major periods of California history."[1] Courts often refer to the EIR as "the heart" of CEQA, providing decision makers with an in-depth review of projects with potentially significant environmental impacts and analyzing alternatives that would reduce or avoid those impacts. Based on the objective

[1] PRC §21001 (b), (c)

analyses found in the EIR, agencies "shall mitigate or avoid the significant effects on the environment…whenever it is feasible to do so."[2]

According to CEQA Guidelines, a project that complies with the *Secretary of Interior's Standards for the Treatment of Historic Properties* (Standards) has a less than significant impact on the historic resource.[3] Alternative 1, rehabilitation and restoration of the existing Parker Center building, has the greatest potential for complying with the Standards and avoiding adverse impacts to a historic resource. Alternative 2, partial demolition and an addition to Parker Center, also has the potential to meet the Standards, or at a minimum, retain the site's eligibility for local and national historic designation. Full demolition of Parker Center, as proposed in Alternative 3, would result in a significant unavoidable impact under CEQA.

The Standards are nationally-recognized guidelines for appropriate management of historic resources with four main treatment approaches. The ten broad principles under the Standards' rehabilitation approach focus on retaining the historic materials and elements that convey the importance of the resource, often called the character-defining features, while allowing for flexibility in renovating the resource to meet current demands. The analysis in the Draft EIR should detail the character-defining features of the site, including exterior, interior, landscape, and art features, and evaluate the feasibility of addressing the project objectives while meeting the Standards.

For instance, the upper floors of Parker Center served as office space for the police department and could be reconfigured for continued office use by City departments. Some spaces, such as the auditorium and the commission boardroom, also could be retained for City use, while other areas, such as the jail wing or the crime labs, could be adapted for new uses. Other considerations, including green building features, seismic upgrades, and additions, can also be incorporated sensitively. The City should explore utilizing code flexibility provided under the California Historical Building Code to meet the performance requirements of current codes without sacrificing the resource's historic integrity.

To address the goal of expanded square footage and a mixed use, the Draft EIR should fully evaluate the feasibility for sensitively-designed infill construction and additions on or near the project. Due to adjacent new construction within the last decade of added police facilities and a public parking garage on the block in which Parker Center is situated, available space is limited by past planning decisions. Nonetheless, infill construction could include a wide range of options, such as a slender structure at the northeast corner of the block, where a parking lot currently exists, low-scale commercial retail spaces along Judge John Aiso Street, or evaluating the feasibility of building atop the new garage at the corner of First Street and Aiso Street.

Additionally, opportunities to expand the new garage, or share the existing 300 parking spaces should be considered to meet the City Departments' 500-1,000 space parking goal.

---

[2] PRC §21002.1
[3] PRC §15064.5 (b)

Some spaces in the garage can be set aside for city use during the weekdays while remaining available for public use in the evenings or weekends to serve Little Tokyo's cultural, commercial, and dining attractions. Furthermore, creative design solutions that retain Parker Center should be considered to allow for pedestrian connectivity through the block.

The Draft EIR should evaluate a range of the various iterations possible under Alternatives 1 and 2 while retaining Parker Center's historic status. These may include full or partial demolition of the jail wing and/or the low-rise administration wing, and additions or stand-alone structures of various heights, masses, site placement, and connections to the original building. The recommendations for reuse and rehabilitation, green building design, seismic upgrades, parking, and connectivity mentioned above should also be considered for each alternative.

The Conservancy looks forward to working with the City and members of the community as this project moves forward. Please feel free to contact me at afine@laconservancy.org or 213-430-4203 should you have any questions.

Sincerely,



Adrian Scott Fine
Director of Advocacy

cc: Councilmember José Huizar, Council District 14
Office of Historic Resources, City of Los Angeles
Little Tokyo Service Center

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

May 9, 2012

To: Reviewing Agencies

Re: LA Street Civic Building Project aka Old Parker Center
SCH# 2012051030

Attached for your review and comment is the Notice of Preparation (NOP) for the LA Street Civic Building Project aka Old Parker Center 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:

Mahmood Karimzadeh
City of Los Angeles
1149 South Broadwy, Suite 600
Los Angeles, CA 90015-2213

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
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2012051030
Project Title LA Street Civic Building Project aka Old Parker Center
Lead Agency Los Angeles, City of

Type NOP Notice of Preparation

Description Following the completion of the new Police Administration Building (PAB), a majority of the existing building was permanently vacated and secured. Today, only a small portion of the facility is used by the Police Department and the facility is expected to be fully vacated by the end of 2012. Due to the property's close proximity to City Hall, the City has identified an opportunity to improve city services by reactivating this under-utilized property. There are three potential alternatives that are under consideration for the site-1) Rehabilitation and restoration of the existing Parker Center building, 2) Partial demolition, renovation, and addition and 3) Full demolition and reconstruction.

Lead Agency Contact

Name Mahmood Karimzadeh
Agency City of Los Angeles
Phone (213) 485-4282 **Fax**
email
Address 1149 South Broadwy, Suite 600
City Los Angeles **State** CA **Zip** 90015-2213

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets Los Angeles Street, 1st St., Temple St., Judge John Aiso St.
Lat / Long 34° 3' 8" N / 118° 14' 25" W
Parcel No. 5161013904/5161013905
Township 1S **Range** 13W **Section** **Base**

Proximity to:

Highways Hwy 60
Airports
Railways Metrolink/Amtrak
Waterways LA River
Schools Castelar ES
Land Use Public Facilities/PF-2D

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Geologic/Seismic; Noise; Toxic/Hazardous; Traffic/Circulation; Landuse; Cumulative Effects

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

Date Received 05/09/2012 **Start of Review** 05/09/2012 **End of Review** 06/07/2012

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

NOP Distribution List

County: Los Angeles SCH# 2012051030

Resources Agency

- [■] Resources Agency
  Nadell Gayou
- [ ] Dept. of Boating & Waterways
  Nicole Wong
- [ ] California Coastal Commission
  Elizabeth A. Fuchs
- [ ] Colorado River Board
  Gerald R. Zimmerman
- [ ] Dept. of Conservation
  Elizabeth Carpenter
- [ ] California Energy Commission
  Eric Knight
- [ ] Cal Fire
  Allen Robertson
- [ ] Central Valley Flood Protection Board
  James Herota
- [X] Office of Historic Preservation
  Ron Parsons
- [■] Dept of Parks & Recreation
  Environmental Stewardship Section
- [X] California Department of Resources, Recycling & Recovery
  Sue O'Leary
- [ ] S.F. Bay Conservation & Dev't. Comm.
  Steve McAdam
- [X] Dept. of Water Resources Resources Agency
  Nadell Gayou

Fish and Game

- [ ] Depart. of Fish & Game
  Scott Flint
  Environmental Services Division
- [ ] Fish & Game Region 1
  Donald Koch
- [ ] Fish & Game Region 1E
  Laurie Harnsberger
- [ ] Fish & Game Region 2
  Jeff Drongesen
- [ ] Fish & Game Region 3
  Charles Armor
- [ ] Fish & Game Region 4
  Julie Vance
- [■] Fish & Game Region 5
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] Fish & Game Region 6
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M
  George Isaac
  Marine Region

Other Departments

- [ ] Food & Agriculture
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] Depart. of General Services
  Public School Construction
- [ ] Dept. of General Services
  Anna Garbeff
  Environmental Services Section
- [ ] Dept. of Public Health
  Bridgette Binning
  Dept. of Health/Drinking Water
- [ ] Delta Stewardship Council
  Kevan Samsam

Independent Commissions,Boards

- [ ] Delta Protection Commission
  Michael Machado
- [ ] Cal EMA (Emergency Management Agency)
  Dennis Castrillo
- [■] Native American Heritage Comm.
  Debbie Treadway
- [ ] Public Utilities Commission
  Leo Wong
- [ ] Santa Monica Bay Restoration
  Guangyu Wang
- [ ] State Lands Commission
  Jennifer Deleong
- [ ] Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics
  Philip Crimmins
- [ ] Caltrans - Planning
  Terri Pencovic
- [X] California Highway Patrol
  Suzann Ikeuchi
  Office of Special Projects
- [ ] Housing & Community Development
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1
  Rex Jackman
- [ ] Caltrans, District 2
  Marcelino Gonzalez
- [ ] Caltrans, District 3
  Bruce de Terra
- [ ] Caltrans, District 4
  Lisa Carboni
- [ ] Caltrans, District 5
  David Murray
- [ ] Caltrans, District 6
  Michael Navarro
- [■] Caltrans, District 7
  Dianna Watson
- [ ] Caltrans, District 8
  Dan Kopulsky
- [ ] Caltrans, District 9
  Gayle Rosander
- [ ] Caltrans, District 10
  Tom Dumas
- [ ] Caltrans, District 11
  Jacob Armstrong
- [ ] Caltrans, District 12
  Marlon Regisford

Cal EPA

Air Resources Board

- [ ] Airport/Energy Projects
  Jim Lerner
- [ ] Transportation Projects
  Douglas Ito
- [ ] Industrial Projects
  Mike Tollstrup
- [ ] State Water Resources Control Board
  Regional Programs Unit
  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
  Phil Crader
  Division of Water Rights
- [X] Dept. of Toxic Substances Control
  CEQA Tracking Center
- [ ] Department of Pesticide Regulation
  CEQA Coordinator

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)
- [X] 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 _____

- [ ] _____ Conservancy

Last Updated 2/29/2012

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
ds_nahc@pacbell.net

ARCHITECTURAL DIVISION
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12 MAY -7 AM 11:16
BUREAU OF ENGINEERING
CITY OF LOS ANGELES

May 11, 2012

Mahmood Karimzadeh
City of Los Angeles
1149 South Broadway, Suite 600
Los Angeles, CA 90015-2213

Re: SCH#2012051030; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the **"LA Street Civic Building Project aka Old Parker Center;"** located in the City of Los Angeles; Los Angeles County, California.

Dear Mahmood Karimzadeh:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) 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 the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." 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. The NAHC did conduct a Sacred Lands File (SLF) search within the 'area of potential effect (APE) with the following results: Native American cultural resources were found within the APE.

The NAHC "Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American

contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

Native American Contacts
Los Angeles County
May 11, 2012

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva

tattnlaw@gmail.com
310-570-6567

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
(619) 294-6660-work
(310) 428-5690 - cell
(310) 587-0170 - FAX
bacuna1@gabrieinotribe.org

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
lcandelaria1@gabrielinoTribe.org
626-676-1184- cell
(310) 587-0170 - FAX
760-904-6533-home

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the 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 applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012051030; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the LA Street Civic Building Project, aka Old Parker Center; located in the downtown Los Angeles area; Los Angeles County, California.

Native American Contacts
Los Angeles County
May 11, 2012

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.com

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the 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 applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012051030; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the LA Street Civic Building Project, aka Old Parker Center; located in the downtown Los Angeles area; Los Angeles County, California.

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401

ARCHITECTURAL DIVISION
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12 JUN 12 AM 10:40
BUREAU OF ENGINEERING
CITY OF LOS ANGELES

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

June 6, 2012

Mahmood Karimzadeh, Principal Architect
City of Los Angeles
Public Works, Bureau of Engineering
1149 South Broadway, Suite 800
Los Angeles, CA 90015-2213

Dear Mr. Karimzadeh:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE LA STREET CIVIC BUILDING PROJECT, CITY OF LOS ANGELES (FFER #201200068)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. The project site is located within the City of Los Angeles, which is not a part of the emergency response area of the Los Angeles County Fire Department (also known as the Consolidated Fire Protection District of Los Angeles County). Therefore, this project does not appear to have any impact on the emergency responsibilities of this Department.

LAND DEVELOPMENT UNIT:

1. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

2. This project is located entirely in the City of Los Angeles. Therefore, the City of Los Angeles Fire Department has jurisdiction concerning this project and will be setting conditions. This project is located in close proximity to the jurisdictional area of the Los Angeles County Fire Department. However, this project is unlikely to have an impact that necessitates comments concerning general requirements from the Land Development Unit of the Los Angeles County Fire Department.

3. The statutory responsibilities of the County of Los Angeles Fire Department, Land Development Unit, are the review of and comment on, all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within Contract Cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities, located within non-contract cities.

   The County of Los Angeles Fire Department, Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment.

4. The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division has no objection to the proposed project.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

Frank Vidales

FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:ij

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

ARCHITECTURAL DIVISION
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BUREAU OF ENGINEERING
CITY OF LOS ANGELES

May 30, 2012

Mahmood Karimzadeh, AIA
Principal Architect
City of Los Angeles
Public Works, Bureau of Engineering
Architectural Division, Municipal Facilities Program
1149 South Broadway, Suite 800
Los Angeles, CA 90015

Notice of Preparation of a CEQA Document for the LA Street Civic Building Project

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 CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF 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. The lead agency may wish to consider using land use emissions estimating software such as the recently released CalEEMod. This model is available on the SCAQMD Website at: http://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.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency 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 web pages 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 web pages 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. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. 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 staff is available to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

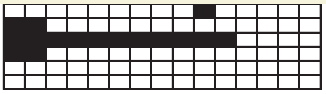
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Appendix B
Air Quality

Appendix B
Air Quality

Criteria Pollutants Modeling

	Phase Name	Phase Type	Start Date	End Date	Days/Week	Total Days	Phase Description
	Demolition	Demolition	01/02/2016	08/29/2016	5 Days/Week	171	
	Site Preparation	Site Preparation	01/30/2016	02/05/2016	5 Days/Week	5	
	Grading	Grading	02/06/2016	02/17/2016	5 Days/Week	8	
	Building Construction	Building Construction	02/18/2016	01/04/2017	5 Days/Week	230	
	Paving	Paving	01/05/2017	01/30/2017	5 Days/Week	18	
	Architectural Coating	Architectural Coating	01/31/2017	02/23/2017	5 Days/Week	18	
*							



		ROG	NOx	CO	SO2	PM10	PM2.5
Construction Local	**5 acres**	**-**	**161**	**1861**	**-**	**16**	**8**
Construction Regional		**75**	**100**	**550**	**150**	**150**	**55**
Operation Local	**LST**	**-**	**161**	**1861**	**-**	**4**	**2**
Operation Regional		**55**	**55**	**550**	**150**	**150**	**55**

SRA No. 1 Central LA

Summer - Local	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	CO2e
Construction Activity											
Demo and Rehab											
Demolition	4.46	35.74	18.65	0.04	1.53	1.46	1.46	0.24	1.46	1.46	4238.71
Arch Coating	369.75	2.37	1.88	0.00		0.20	0.20		0.20	0.20	281.89
Bldg Construction 2016	3.38	21.26	20.96	0.03		1.40	1.40		1.40	1.40	3263.26
Bldg Construction 2017	3.08	19.31	20.85	0.03		1.22	1.22		1.22	1.22	3262.70
Parking, Hauling, and Open Space											
Grading	2.77	21.03	13.79	0.03	1.92	1.01	2.93	0.21	1.01	1.22	2695.18
Bldg Construction 2016	3.43	18.67	15.34	0.03		1.17	1.17		1.17	1.17	2568.03
Paving	2.44	15.28	11.80	0.02		1.23	1.23		1.23	1.23	1717.32
Arch Coating	127.26	2.37	1.88	0.00		0.20	0.20		0.20	0.20	281.89
Max	**369.75**	**35.74**	**20.96**	**0.04**	**1.92**	**1.46**	**2.93**	**0.24**	**1.46**	**1.46**	**4238.71**
LST	**-**	**161.00**	**1861.00**	**-**			**16.00**	**-**		**8.00**	**-**

Overlapped Phases	ROG	NOx	CO	SO2	PM10	PM2.5	CO2e
LST	**-**	**161.00**	**1861.00**	**-**	**16.00**	**8.00**	**-**

0.108 grading dust PM2.5/PM10 fraction, based on AP-42 equations used in Caleemod
0.155 demo dust PM2.5/PM10 fraction, based on EF's in Caleemod Users GuideAppx A, Page 11
0.245 paved road dust PM2.5/PM10 fraction, based on lb/VMT EF's in AP-42 Section 13.2.1

Matt revisions:
cons regional fugitive PM here is all road dust, so I included those fractions
note, this affects the total, so I summed there (see cell L6 for an example)

Combined Alt 1											
Demolition	4.46	35.74	18.65	0.04	1.53	1.46	1.46	0.24	1.46	1.46	4238.71
Bldg Construction 2016	6.81	39.93	36.30	0.06	0.00	2.57	2.57	0.00	2.57	2.57	5831.29
Bldg Construction 2017	3.08	19.31	20.85	0.03	0.00	1.22	1.22	0.00	1.22	1.22	3262.70
Paving	2.44	15.28	11.80	0.02	0.00	1.23	1.23	0.00	1.23	1.23	1717.32
Arch Coating	497.01	4.74	3.76	0.00	0.00	0.40	0.40	0.00	0.40	0.40	563.78
Max	497.01	39.93	36.30	0.06	1.53	2.57	2.57	0.24	2.57	2.57	5831.29
LST	-	161.00	1861.00	-			16.00	-		8.00	-

Overlap											
Demo and Bldg Construction 2016	11.27	75.67	54.95	0.10	1.53	4.03	4.03	0.24	4.03	4.03	10070.00
Bldg 2017 Paving Arch Coating	502.53	39.33	36.41	0.05	0.00	2.85	2.85	0.00	2.85	2.85	5543.80
LST	-	161.00	1861.00	-			16.00	-		8.00	-

Construction Phase	ROC Regional Emissions	NO_x	CO	SO_x	PM_{10}[a]	$PM_{2.5}$[a]
Demolition	5.3	43.0	23.7	0.1	35.8	10.1
Bldg Construction 2016	8.2	48.5	49.0	0.1	5.7	3.1
Bldg Construction 2017	4.2	26.1	30.6	0.1	3.8	1.6
Paving	2.5	15.4	12.6	0.0	1.4	1.3
Arch Coating	497.2	4.9	5.3	0.0	0.8	0.5
Conservative Scenario 1	13.5	91.5	72.8	0.1	41.5	13.2
Conservative Scenario 2	503.8	46.3	48.5	0.1	6.1	3.4
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**
Construction Phase	**Localized Emission**					
Demolition	4.5	35.7	18.7	0.0	1.5	1.5
Bldg Construction 2016	6.8	39.9	36.3	0.1	2.6	2.6
Bldg Construction 2017	3.1	19.3	20.9	0.0	1.2	1.2
Paving	2.4	15.3	11.8	0.0	1.2	1.2
Arch Coating	497.0	4.7	3.8	0.0	0.4	0.4
Conservative Scenario 1	11.3	75.7	55.0	0.1	4.0	4.0
Conservative Scenario 2	502.5	39.3	36.4	0.1	2.9	2.9
Localized Threshold	**N/A**	**161**	**1861**	**N/A**	**16**	**8**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Construction emission calculation worksheets are included in the Air Quality Appendix.

[a] PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rules 403 and 403.1 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.

[b] The project site is located in SCAQMD SRA No. 30. These Localized Significance Thresholds are based on the site SRA, distance to nearest sensitive receptor location from the project site (25 meters), and the project area disturbed within 25 meters of any sensitive-receptor location (0.5 acre).

Source: ICF International, August 2012.

Mitigation

	ROC	NO_X	CO	SO_X	PM_{10}[a]	$PM_{2.5}$[a]
Construction Phase	**Regional Emissions**					
Demolition	5.3	43.0	23.7	0.1	35.8	10.1
Bldg Construction 2016	8.2	48.5	49.0	0.1	5.7	3.1
Bldg Construction 2017	4.2	26.1	30.6	0.1	3.8	1.6
Paving	2.5	15.4	12.6	0.0	1.4	1.3
Arch Coating	21.0	5.9	6.0	0.0	0.9	0.5
Conservative Scenario 1	13.5	91.5	72.8	0.1	41.5	13.2
Conservative Scenario 2	27.7	47.3	49.2	0.1	6.2	3.4
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:

Construction emission calculation worksheets are included in the Air Quality Appendix.

[a] PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rules 403 and 403.1 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.

[b] The project site is located in SCAQMD SRA No. 30. These Localized Significance Thresholds are based on the site SRA, distance to nearest sensitive receptor location from the project site (25 meters), and the project area disturbed within 25 meters of any sensitive-receptor location (0.5 acre).

Source: ICF International, August 2012.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	CO2e
Summer - Regional (local + offsite)											
Construction Activity	**75**	**100**	**550**	**150**			**150**			**55**	lbs/day
Demo and Rehab											
Demolition	5.28	42.95	23.73	0.05	35.57	1.77	35.82	8.59	1.77	10.13	5959.00
Arch Coating	369.86	2.47	3.11	0.00	0.31	0.21	0.52	0.08	0.21	0.29	526.30
Bldg Construction 2016	4.57	28.54	31.54	0.05	2.33	1.69	4.02	0.57	1.69	1.79	5963.45
Bldg Construction 2017	4.18	26.05	30.62	0.05	2.33	1.49	3.81	0.57	1.49	1.59	5940.86
Parking, Hauling, and Open Space											
Grading	2.81	21.07	14.28	0.03	2.04	1.01	3.06	0.24	1.01	1.25	2792.95
Bldg Construction 2016	3.67	19.96	17.50	0.03	0.43	1.22	1.66	0.11	1.22	1.33	3099.94
Paving	2.51	15.35	12.60	0.02	0.20	1.24	1.44	0.05	1.24	1.29	1876.19
Arch Coating	127.29	2.40	2.19	0.00	0.08	0.20	0.28	0.02	0.20	0.22	342.99
Max	369.86	42.95	31.54	0.05	35.57	1.77	35.82	8.59	1.77	10.13	5963.45
Threshold	**75**	**100**	**550**	**150**			**150**			**55**	

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total	N2O	CO2e
	75	**100**	**550**	**150**	**150**	**55**		

Summer - Regional	Offsite										
Construction Activity											
Demo and Rehab											
Demolition	0.82	7.21	5.08	0.01	34.04	0.31	34.36	8.36	0.31	8.67	1720.29
Arch Coating	0.11	0.10	1.23	0.00	0.31	0.01	0.32	0.08	0.01	0.09	244.41
Bldg Construction 2016	1.19	7.28	10.58	0.02	2.33	0.29	2.62	0.57	0.29	0.39	2700.19
Bldg Construction 2017	1.10	6.74	9.77	0.02	2.33	0.27	2.59	0.57	0.27	0.37	2678.16
Parking, Hauling, and Open Space											
Grading	0.04	0.04	0.49	0.00	0.12	0.00	0.13	0.03	0.00	0.03	97.77
Bldg Construction 2016	0.24	1.29	2.16	0.00	0.43	0.05	0.49	0.11	0.05	0.16	531.91
Paving	0.07	0.07	0.80	0.00	0.20	0.01	0.21	0.05	0.01	0.06	158.87
Arch Coating	0.03	0.03	0.31	0.00	0.08	0.00	0.08	0.02	0.00	0.02	61.10

Combined Alt 1											
Demolition	5.28	42.95	23.73	0.05	35.57	1.77	35.82	8.59	1.77	10.13	5959.00
Bldg Construction 2016	8.24	48.50	49.04	0.08	2.76	2.91	5.68	0.68	2.91	3.12	9063.39
Bldg Construction 2017	4.18	26.05	30.62	0.05	2.33	1.49	3.81	0.57	1.49	1.59	5940.86
Paving	2.51	15.35	12.60	0.02	0.20	1.24	1.44	0.05	1.24	1.29	1876.19
Arch Coating	497.15	4.87	5.30	0.00	0.39	0.41	0.80	0.10	0.41	0.51	869.29
Max	497.15	48.50	49.04	0.08	35.57	2.91	35.82	8.59	2.91	10.13	9063.39
Threshold	75	100	550	150			150			55	

Overlap											
Demo and Bldg Construction 2016	13.52	91.45	72.77	0.13	38.33	4.68	41.50	9.27	4.68	13.24	15022.39
Bldg 2017 Paving Arch Coating	503.84	46.27	48.52	0.07	2.92	3.14	6.05	0.72	3.14	3.38	8686.34
Threshold	75	100	550	150			150			55	

Mitigation											
Demo and Rehab											
Arch Coating	15.34	3.37	1.98	0		0.31	0.31		0.31	0.31	282.25
offsite	0.16	0.16	1.85	0	0.31	0.01	0.32	0.01	0.01	0.02	267.49
total	15.5	3.53	3.83	0	0.31	0.32	0.63	0.01	0.32	0.33	549.74
Everythng else											
Arch Coating	5.45	2.37	1.88	0		0.2	0.2		0.2	0.2	281.89
offsite	0.03	0.03	0.31	0	0.08	0	0.08	0	0	0.01	61.1
total	5.48	2.4	2.19	0	0.08	0.2	0.28	0	0.2	0.21	342.99

total	20.98	5.93	6.02	0	0.39	0.52	0.91	0.01	0.52	0.54	892.73
Combined Alt 1											
Demolition	5.28	42.95	23.73	0.05	35.57	1.77	35.82	8.59	1.77	10.13	5959.00
Bldg Construction 2016	8.24	48.50	49.04	0.08	2.76	2.91	5.68	0.68	2.91	3.12	9063.39
Bldg Construction 2017	4.18	26.05	30.62	0.05	2.33	1.49	3.81	0.57	1.49	1.59	5940.86
Paving	2.51	15.35	12.60	0.02	0.20	1.24	1.44	0.05	1.24	1.29	1876.19
Arch Coating	20.98	5.93	6.02	0.00	0.39	0.52	0.91	0.01	0.52	0.54	892.73
Max	20.98	48.50	49.04	0.08	35.57	2.91	35.82	8.59	2.91	10.13	9063.39
Threshold	75	100	550	150			150			55	
Overlap											
Demo and Bldg Construction 2016	13.52	91.45	72.77	0.13	38.33	4.68	41.50	9.27	4.68	13.24	15022.39
Bldg 2017 Paving Arch Coating	27.67	47.33	49.24	0.07	2.92	3.25	6.16	0.63	3.25	3.42	8709.78
Threshold	75	100	550	150			150			55	

		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total	CO2e
Phase 1								
	Area	6.54	0	0	0	0	0	#REF!
	LST	-	**161**	**1861**	-	4	2	

Phase 1

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	6.54	0	0	0	0	0
Energy	0.08	0.71	0.6	0	0.05	0.05
Mobile	38.55	89	374.05	0.48	53.25	4.95
Total	45.17	89.71	374.65	0.48	53.3	5
	55	55	550	150	150	55
	No	Yes	No	No	No	No

Area	6.54	0	0	0	0	0
Energy	0.08	0.71	0.6	0	0.05	0.05
Mobile	25.36	58.52	245.97	0.31	35	3.26
Total	31.98	59.23	246.57	0.31	35.05	3.31
	55	55	550	150	150	55
	No	Yes	No	No	No	No

	before trip credits	w trip credits	ratio	trip rate	trip rate w credits
Government Office	6,631	4,641	0.699894	27.92	19.54105
Retail	429	129	0.300699	42.94	12.91203
Day Care	198	20	0.10101	79.26	8.006061

	ROC	NO_x	CO	SO_x	PM_{10}[a]	$PM_{2.5}$[a]
Operational Phase	**Regional Emissions**					
Area	6.5	0.0	0.0	0.0	0.0	0.0
Energy	0.1	0.7	0.6	0.0	0.1	0.1
Mobile	25.4	58.5	246.0	0.3	35.0	3.3
Total	32.0	59.2	246.6	0.3	35.1	3.3
Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
Construction Phase	**Localized Emissions**					
Area	6.5	0	0	0	0	0
Regional Threshold	**N/A**	**161**	**1861**	**N/A**	**4**	**2**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
																	mt/yr
demo and rehab	2016	4.25	3.59	3.63	0.01	0.25	0.2	0.46	0.03	0.2	0.23	0	620.29	620.29	0.04	0	621.21
	2017	0.06	0.36	0.43	0	0.03	0.02	0.05	0	0.02	0.02	0	74.48	74.48	0	0	74.58
	Total	4.31	3.95	4.06	0.01	0.28	0.22	0.51	0.03	0.22	0.25	0	694.77	694.77	0.04	0	695.79
parking, hauling, park open space	2016	1.03	2.17	1.88	0	0.05	0.13	0.18	0.01	0.13	0.14	0	300.66	300.66	0.03	0	301.33
																	997.12 total

For EIR

Year	Annual CO2e (metric tons)
2016	696
2017	301
Total	997

	CO2e		Mitigation
		mt/yr	
Area	0		
Energy	2,181.62		2,181.62
Mobile	3,831.52		3,831.52
Waste	622.1		466.57
Water	580.72		531.89
Total	7,215.96		7,215.96

For EIR

Alternative B1 Operational Emissions	Annual CO2e (metric tonnes)	Annual CO2e after Mitigation (metric tonnes)
Amortized Construction Emissions (30 years)	33	33
Mobile Sources	3832	2690
Area Sources	0	0
Energy Sources	2182	1462
Waste Sources	622	467
Water Consumption Sources	581	532
Total Project Related GHG Emissions	7249	5183

% change 0.285

Notes:

[a] Includes total operational emissions plus construction period emissions amortized over 30 years.

[b] emissions calculated using the CalEEMod emissions model. Model output sheets are provided in Appendix X.

Source: ICF 2012

Construction

Before Mitigation Measures

Localized Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Demolition	4.5	35.7	18.7	0.0	1.5	1.5
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Arch Coating	369.8	2.4	1.9	0.0	0.2	0.2
Bldg Construction 2016	3.4	21.3	21.0	0.0	1.4	1.4
Bldg Construction 2017	3.1	19.3	20.9	0.0	1.2	1.2
Parking, Hauling, and Open Space	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
#REF!	2.8	21.0	13.8	0.0	2.9	1.2
Grading	3.4	18.7	15.3	0.0	1.2	1.2
SCAQMD Localized Significance Threshold	**-**	**115**	**715**	**-**	**6**	**4**
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
0	0.0	0.0	0.0	0.0	0.0	0.0
0	0.0	0.0	0.0	0.0	0.0	0.0
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**Yes**

After Mitigation Measures

Localized Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
#REF!	0.0	0.0	0.0	0.0	0.0	0.0
0	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
0	0.0	0.0	0.0	0.0	0.0	0.0
SCAQMD Localized Significance Threshold	**-**	**115**	**715**	**-**	**6**	**4**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Before Mitigation Measures

Regional Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Demolition	5.3	43.0	23.7	0.1	35.8	10.1
Excavation & Soils Export	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Grading & Soils Prep	369.9	2.5	3.1	0.0	0.5	0.3
Site Trenching & Bldg Foundation	4.6	28.5	31.5	0.1	4.0	1.8
Building Construction 2013	4.2	26.1	30.6	0.1	3.8	1.6
Building Construction 2014	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Concrete & Asphalt	2.8	21.1	14.3	0.0	3.1	1.2
Architectural Finishing	3.7	20.0	17.5	0.0	1.7	1.3
SCAQMD Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	0	0	0	0	0	0
Excavation & Soils Export AND Grading & Soils Prep	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Grading & Soils Prep AND Site Trenching & Bldg Foundation	0.0	0.0	0.0	0.0	0.0	0.0
Building Construction 2014 AND Concrete & Asphalt	0.0	0.0	0.0	0.0	0.0	0.0
Exceed Threshold?	#REF!	#REF!	#REF!	#REF!	0	0

After Mitigation Measures

Regional Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Phase 1						
SCAQMD Regional Threshold (5 acres)	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Operational

		ROG	NOx	CO	SO2	PM10	PM2.5
Construction Local	**2acres**	**-**	**115**	**715**	**-**	**6**	**4**
Construction Regional		**75**	**100**	**550**	**150**	**150**	**55**
Operation Local	**LST**	**-**	**115**	**715**	**-**	**2**	**1**
Operation Regional		**55**	**55**	**550**	**150**	**150**	**55**

SRA No. 17 Central Orange County

#REF!
#DIV/0!

#DIV/0!

#REF!

Localized Operational Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Phase 1	6.54	0.00	0.00	0.00	0.00	0.00
SCAQMD Localized Significance Threshold		**115**	**715**	**-**	**2**	**1**
Exceed Threshold?	No	No	No	No	No	No

#DIV/0!

#DIV/0!

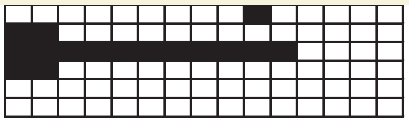
Regional Operational Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Area Source[c]	6.5	0.0	0.0	0.0	0.0	0.0
Stationary Sources[b]	0.1	0.7	0.6	0.0	0.1	0.1
On Road Mobile Sources[a]	38.6	89.0	374.1	0.5	53.3	5.0
Total	45.2	89.7	374.7	0.5	53.3	5.0
SCAQMD Daily Significance Threshold	55.0	55.0	550.0	150.0	150.0	55.0
Exceed Significant Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Operations Emissions - Mobile	3,068	2,154
Operations Emissions - Area Sources	154	5
Operations Emissions – Energy Sources	506	315
Operations Emissions - Waste Sources	63	51
Operations Emissions - Water Consumption Sources	133	75
Project Emissions Annual Total	3,987	2,663

mobile	0.198
	0.072
	0.028
total	29.8%
energy	33%

314.9

	Phase Name	Phase Type	Start Date	End Date	Days/Week	Total Days	Phase Description
	Demolition	Demolition	01/02/2016	08/29/2016	5 Days/Week	171	
	Site Preparation	Site Preparation	01/30/2016	02/05/2016	5 Days/Week	5	
	Grading	Grading	02/06/2016	02/17/2016	5 Days/Week	8	
	Building Construction	Building Construction	02/18/2016	01/04/2017	5 Days/Week	230	
	Paving	Paving	01/05/2017	01/30/2017	5 Days/Week	18	
	Architectural Coating	Architectural Coating	01/31/2017	02/23/2017	5 Days/Week	18	
*							



		ROG	NOx	CO	SO2	PM10	PM2.5
Construction Local	**5 acres**	**-**	**161**	**1861**	**-**	**16**	**8**
Construction Regional		**75**	**100**	**550**	**150**	**150**	**55**
Operation Local	**LST**	**-**	**161**	**1861**	**-**	**4**	**2**
Operation Regional		**55**	**55**	**550**	**150**	**150**	**55**

SRA No. 1 Central LA

Summer - Local	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	CO2e
Construction Activity											
Demo and Rehab											
Demolition	7.43	56.08	38.34	0.07	1.53	2.65	4.18	0.24	2.65	2.89	7524.83
Arch Coating	369.75	2.37	1.88	0.00		0.20	0.20		0.20	0.20	281.89
Bldg Construction 2016	3.99	26.52	22.80	0.04		1.58	1.58		1.58	1.58	4048.10
Bldg Construction 2017	3.66	24.08	22.64	0.04		1.39	1.39		1.39	1.39	4047.45
Alt 2 - demolition, commercial bldg and parking facility											
Demolition of Jail	13.29	93.47	67.30	0.12	0.13	5.66	5.79	0.02	5.66	5.68	11789.22
Grading	5.23	38.45	28.75	0.05	2.56	2.00	4.56	0.28	2.00	2.28	5249.91
Bldg Construction 2016	3.99	26.52	22.80	0.04		1.58	1.58		1.58	1.58	4048.10
Bldg Construction 2017	3.66	24.08	22.64	0.04		1.39	1.39		1.39	1.39	4047.45
Paving	4.29	26.42	20.24	0.03		2.17	2.17		2.17	2.17	2925.76
Arch Coating	414.97	2.18	1.87	0.00		0.17	0.17		0.17	0.17	281.81
Max	**414.97**	**93.47**	**67.30**	**0.12**	**2.56**	**5.66**	**5.79**	**0.28**	**5.66**	**5.68**	**11789.22**
LST	-	**161.00**	**1861.00**	-			**16.00**	-		**8.00**	-
demo dust (onsite)	0	0	0	0	3.13	0	3.13	0.48	0	0.48	
Combined Alt 1											
Demolition	20.72	149.55	105.64	0.19	4.79	8.31	13.10	0.74	8.31	9.05	19314.05
Grading	5.23	38.45	28.75	0.05	2.56	2.00	4.56	0.28	2.00	2.28	5249.91
Bldg Construction 2016	7.98	53.04	45.60	0.08	0.00	3.16	3.16	0.00	3.16	3.16	8096.20
Bldg Construction 2017	7.32	48.16	45.28	0.08	0.00	2.78	2.78	0.00	2.78	2.78	8094.90
Paving	4.29	26.42	20.24	0.03	0.00	2.17	2.17	0.00	2.17	2.17	2925.76
Arch Coating	784.72	4.55	3.75	0.00	0.00	0.37	0.37	0.00	0.37	0.37	563.70
Max	784.72	149.55	105.64	0.19	4.79	8.31	13.10	0.74	8.31	9.05	19314.05
LST	-	161.00	1861.00	-			16.00	-		8.00	-
Overlap											
Grading and Bldg Construction 2016	13.21	91.49	74.35	0.13	2.56	5.16	7.72	0.28	5.16	5.44	13346.11
Bldg Construction 2017, Paving, Arch Coati	796.33	79.13	69.27	0.11	0.00	5.32	5.32	0.00	5.32	5.32	11584.36
LST	-	161.00	1861.00	-			16.00	-		8.00	-

MITIGATED Summer - Local	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Construction Activity																CO2e
Demo and Rehab																-
Demolition	4.87	31.65	36.86	0.07	1.53	2.16	3.69	0.24	2.16	2.40	0.00	6918.69		0.61		6931.50
Arch Coating	15.34	3.37	1.98	0		0.31	0.31		0.31	0.31		281.39		0.05		282.25
Bldg Construction 2016	2.99	16.94	21.35	0.03		1.58	1.58		1.58	1.58	0.00	3256.93		0.30		3263.26
Bldg Construction 2017	2.99	16.94	21.35	0.03		1.58	1.58		1.58	1.58	0.00	3256.93		0.27		3262.70
Alt 2 - demolition, commercial bldg and parking facility																
Demolition of Jail	6.72	42.75	50.54	0.09	0.13	3.27	3.40	0.02	3.27	3.29	0.00	9020.81		0.92		9040.07
Grading	3.91	24.85	30.02	0.05	2.56	1.94	4.50	0.28	1.94	2.22	0.00	5240.06		0.47		5249.91
Bldg Construction 2016	3.55	20.53	24.94	0.04		1.79	1.79		1.79	1.79	0.00	4040.61		0.36		4048.10
Bldg Construction 2017	3.55	20.53	24.94	0.04		1.79	1.79		1.79	1.79	0.00	4040.61		0.33		4047.45
Paving	2.57	15.40	19.00	0.03		1.54	1.54		1.54	1.54	0.00	2917.65		0.39		2925.76
Arch Coating	16.84	1.48	1.83	0.00		0.15	0.15		0.15	0.15	0.00	281.39		0.03		281.81
Max	**16.84**	**42.75**	**50.54**	**0.09**	**2.56**	**3.27**	**4.50**	**0.28**	**3.27**	**3.29**	**0.00**	**9020.81**	**0.00**	**0.92**	**0.00**	**9040.07**
LST	-	**0.00**	**0.00**	-			**0.00**	-		**0.00**						-
demo dust (onsite)	0	0	0	0	3.13	0	3.13	0.48	0	0.48						
Combined Alt 1																
Demolition	11.59	74.40	87.40	0.16	4.79	5.43	10.22	0.74	5.43	6.17	0.00	15939.50	0.00	1.53	0.00	15971.57
Grading	3.91	24.85	30.02	0.05	2.56	1.94	4.50	0.28	1.94	2.22	0.00	5240.06	0.00	0.47	0.00	5249.91
Bldg Construction 2016	6.54	37.47	46.29	0.07	0.00	3.37	3.37	0.00	3.37	3.37	0.00	7297.54	0.00	0.66	0.00	7311.36
Bldg Construction 2017	6.54	37.47	46.29	0.07	0.00	3.37	3.37	0.00	3.37	3.37	0.00	7297.54	0.00	0.60	0.00	7310.15
Paving	2.57	15.40	19.00	0.03	0.00	1.54	1.54	0.00	1.54	1.54	0.00	2917.65	0.00	0.39	0.00	2925.76
Arch Coating	32.18	4.85	3.81	0.00	0.00	0.46	0.46	0.00	0.46	0.46	0.00	562.38	0.00	0.08	0.00	564.06
Max	32.18	74.40	87.40	0.16	4.79	5.43	10.22	0.74	5.43	6.17	0.00	15939.50	0.00	1.53	0.00	15971.57
LST	-	161.00	1861.00	-			16.00	-		8.00						-
Overlap																
Demo and Grading																
Grading and Bldg Construction 2016	10.45	62.32	76.31	0.12	2.56	5.31	7.87	0.28	5.31	5.59	0.00	12537.60	0.00	1.13	0.00	12561.27
Bldg Construction 2017, Paving, Arch Coating	41.29	57.72	69.30	0.10	0.00	5.37	5.37	0.00	5.37	5.37	0.00	10777.57	0.00	1.07	0.00	10799.97
LST	-	161.00	1861.00	-			16.00	-		8.00						-

Construction Phase	ROC Regional Emission	NO_x	CO	SO_x	PM_{10}*	$PM_{2.5}$*
Demolition	21.8	157.6	113.3	0.2	54.6	19.5
Grading	5.3	38.5	29.7	0.1	4.8	2.3
Bldg Construction 2016	10.6	68.6	68.8	0.1	8.6	5.0
Bldg Construction 2017	9.7	62.6	66.7	0.1	8.2	4.5
Paving	4.4	26.5	21.1	0.0	2.4	2.2
Arch Coating	785.0	4.8	6.4	0.0	1.1	0.6
Conservative Scenario 1	13.9	107.1	98.5	0.2	7.6	5.8
Conservative Scenario 2	799.1	93.8	94.2	0.2	5.7	5.9
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**
Construction Phase	**Localized Emission**					
Demolition	20.7	149.6	105.6	0.2	13.1	9.1
Grading	5.2	38.5	28.8	0.1	4.6	2.3
Bldg Construction 2016	8.0	53.0	45.6	0.1	3.2	3.2
Bldg Construction 2017	7.3	48.2	45.3	0.1	2.8	2.8
Paving	4.3	26.4	20.2	0.0	2.2	2.2
Arch Coating	784.7	4.6	3.8	0.0	0.4	0.4
Conservative Scenario 1	13.2	91.5	74.4	0.1	2.6	5.2
Conservative Scenario 2	796.3	79.1	69.3	0.1	0.0	5.3
Localized Threshold	-	**161**	**1861**	-	**16**	**8**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Construction emission calculation worksheets are included in the Air Quality Appendix.
*PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rules 403 and 403.1 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.
**The project site is located in SCAQMD SRA No. 30. These Localized Significance Thresholds are based on the 1hr SRA, distance to nearest sensitive receptor location from the project site (25 meters), and the project area disturbed within 25 meters of any sensitive receptor location (0.5 acre).
Source: ICF International, August 2012.

Construction Phase	ROC Regional Emission	NO_x	CO	SO_x	PM_{10}*	$PM_{2.5}$*
Demolition	12.6	82.4	94.2	0.2	51.5	16.6
Grading	4.0	24.9	30.9	0.1	4.7	2.3
Bldg Construction 2016	9.1	53.0	69.5	0.1	8.8	5.2
Bldg Construction 2017	9.0	51.9	67.7	0.1	8.8	5.1
Paving	2.7	15.5	19.9	0.0	1.8	1.6
Arch Coating	32.4	5.1	6.4	0.0	1.2	0.6
Conservative Scenario 1	13.1	78.0	100.4	0.2	7.6	5.9
Conservative Scenario 2	44.0	72.4	93.9	0.2	5.7	6.0
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Construction Phase	**Localized Emission**					
Demolition	11.6	74.4	87.4	0.2	10.2	6.2
Grading	3.9	24.9	30.0	0.1	4.5	2.2
Bldg Construction 2016	6.5	37.5	46.3	0.1	3.4	3.4
Bldg Construction 2017	6.5	37.5	46.3	0.1	3.4	3.4
Paving	2.6	15.4	19.0	0.0	1.5	1.5
Arch Coating	32.2	4.9	3.8	0.0	0.5	0.5
Conservative Scenario 1	10.5	62.3	76.3	0.1	2.6	5.3
Conservative Scenario 2	41.3	57.7	69.1	0.1	0.0	5.4
Localized Threshold	-	**161**	**1861**	-	**16**	**8**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Construction emission calculation worksheets are included in the Air Quality Appendix.
*PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rules 403 and 403.1 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.
**The project site is located in SCAQMD SRA No. 30. These Localized Significance Thresholds are based on the site SRA, distance to nearest sensitive receptor location from the project site (25 meters), and the project area disturbed within 25 meters of any sensitive receptor location (0.5 acre).
Source: ICF International, August 2012.

0.308 grading dust PM2.5/PM10 fraction, based on AP-42 equations used in Caleemod
0.155 demo dust PM2.5/PM10 fraction, based on EFs in Caleemod Users Guide Appx A, Page 11
0.245 paved road dust PM2.5/PM10 fraction, based on lb/VMT EF's in AP-42 Section 13.2.1

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	CO2e
Summer - Regional (local + offsite)											
total	***0***	***0.03***	***0.02***	***0***	***3.48***	***0***	***3.48***	***0.57***	***0***	***0.57***	
Combined Alt 1											
Demolition	21.79	157.59	113.25	0.20	45.94	8.67	54.61	10.84	8.67	19.51	21595.15
Grading	5.31	38.53	29.67	0.05	2.79	2.01	4.80	0.33	2.01	2.34	5433.22
Bldg Construction 2016	10.58	68.60	68.80	0.14	4.81	3.78	8.60	1.18	3.78	4.96	13980.55
Bldg Construction 2017	9.73	62.57	66.70	0.14	4.81	3.36	8.17	1.18	3.36	4.54	13929.70
Paving	4.37	26.49	21.09	0.03	0.23	2.18	2.41	0.06	2.18	2.24	3105.40
Arch Coating	784.96	4.77	6.40	0.00	0.69	0.39	1.09	0.17	0.39	0.56	1107.52
Max	784.96	157.59	113.25	0.20	45.94	8.67	54.61	10.84	8.67	19.51	21595.15
Threshold	75	100	550	150			150			55	
Overlap											
Grading and Bldg Construction 201	15.89	107.13	98.47	0.19	7.60	5.79	13.40	1.51	5.79	7.30	19413.77
Bldg Construction 2017, Paving, Arc	799.06	93.83	94.19	0.17	5.73	5.93	11.67	1.41	5.93	7.34	18142.62
	75	100	550	150			150			55	

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2
Summer - Regional (local + offsite)											
total	***0***	***0.03***	***0.02***	***0***	***3.48***	***0***	***3.48***	***0.57***	***0***	***0.57***	
Combined Alt 1											
Demolition	12.59	82.37	94.16	0.17	45.72	5.78	51.51	10.79	5.78	16.57	0.00
Grading	3.99	24.93	30.94	0.05	2.79	1.95	4.74	0.33	1.95	2.28	0.00
Bldg Construction 2016	9.14	53.03	69.49	0.13	4.81	3.99	8.81	1.18	3.99	5.17	0.00
Bldg Construction 2017	8.95	51.88	67.71	0.13	4.81	3.95	8.76	1.18	3.95	5.13	0.00
Paving	2.65	15.47	19.85	0.03	0.23	1.55	1.78	0.06	1.55	1.61	0.00
Arch Coating	32.41	5.06	6.37	0.00	0.69	0.48	1.18	0.17	0.48	0.65	0.00
Max	32.41	82.37	94.16	0.17	45.72	5.78	51.51	10.79	5.78	16.57	0.00
Threshold	75	100	550	150			150			55	
Overlap											
Grading and Bldg Construction 201	13.13	77.96	100.43	0.18	7.60	5.94	13.55	1.51	5.94	7.45	0.00
Bldg Construction 2017, Paving, Ar	44.01	72.41	93.93	0.16	5.73	5.98	11.72	1.41	5.98	7.39	0.00
	75	100	550	150			150			55	

		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total	CO2e
Phase 1								
	Area	13.07	0	0	0	0	0	0
	LST	-	**161**	**1861**	-	4	2	

from caleemod

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total	CO2e
Area	13.07	0	0	0	0	0	0
Energy	0.16	1.41	1.19	0.01	0.11	0.11	1,704.83
Mobile	47.92	109.52	416.89	0.96	104.78	6.41	85,334.71
Total	61.15	110.93	418.08	0.97	104.89	6.52	87,039.54
	55	55	550	150	150	55	
	Yes	Yes	No	No	No	No	

from traffic study

Area	13.07	0	0	0	0	0	0
Energy	0.16	1.41	1.19	0.01	0.11	0.11	1,704.83
Mobile	31.8	72.65	276.46	0.63	69.44	4.25	56,555.85
Total	45.03	74.06	277.65	0.64	69.55	4.36	58,260.68
	55	55	550	150	150	55	
	No	Yes	No	No	No	No	

	before trip credits	w trip credits	ratio
Governmer	13,262	9,283	0.69997
Retail	966	289	0.299172
Day Care	198	20	0.10101

	ROC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Regional Emissions						
On-site Area Sources	13.1	0.0	0.0	0.0	0.0	0.0
Off-site Electricity Sources	0.2	1.4	1.2	0.0	0.0	0.0
On Road Mobile Sources	31.8	72.7	276.5	0.6	66.0	3.4
Total	45.0	74.1	277.7	0.6	66.0	3.4
Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold ?	**No**	**Yes**	**No**	**No**	**No**	**No**
Localized Emissions						
Area	13.07	0	0	0	0	0
Regional Threshold	**N/A**	**161**	**1861**	**N/A**	**4**	**2**
Exceed Threshold ?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:

[a]Area sources include landscape equipment emissions and miscellaneous sources (e.g., detergents and cleaning compounds).

[b] emissions calculated using the CalEEMod emissions model. Model output sheets are provided in Appendix X.

[c] The project site is located in SCAQMD SRA 1 (Central Los Angeles). These LSTs are based on the site location SRA, distance to the nearest sensitive-receptor location from the project site (25 meters), and the project area (5 acres).

Source: ICF 2012.

trip rate	trip rate w credits
27.92	19.54316
42.94	12.84644
79.26	8.006061

		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
																	mt/yr
everything else	2016	0.61	3.73	4.57	0.01	1.44	0.27	1.71	0.02	0.27	0.29	0	792.23	792.23	0.06	0	793.41
	2017	0.25	0.61	0.81	0	0.05	0.05	0.1	0	0.05	0.05	0	137.51	137.51	0.01	0	137.69
	Total	0.86	4.34	5.38	0.01	1.49	0.32	1.81	0.02	0.32	0.34	0	929.74	929.74	0.07	0	931.1
																	1,028.60
demo and rehabd	2016	1.39	9.61	7.47	0.01	0.63	0.57	1.2	0.02	0.57	0.59	0	1,224.07	1,224.07	0.11	0	1,226.44
	2017	4.59	2.83	3	0.01	0.18	0.16	0.34	0.01	0.16	0.17	0	549.16	549.16	0.04	0	549.91
	Total	5.98	12.44	10.47	0.02	0.81	0.73	1.54	0.03	0.73	0.76	0	1,773.23	1,773.23	0.15	0	1,776.35
																	2,804.95 Total

Year	**Annual CO2e (metric tons)**
2016	2,117
2017	688
Total	**2,805**

	CO2e		mitigation
		mt/yr	
Area	0		0
Energy	4,373.94		4249.75
Mobile	6,395.52		6395.52
Waste	1243.91		932.93
Water	1,161.06		1063.32
Total	13,174.43		

Alternative B1 Operational Emissions	**Annual CO2e (metric tonnes)**	**Annual CO2e After Mitigation (metric tonnes)**
Amortized Construction Emissions (30 years)	93	93
Mobile Sources	6396	4,490
Area Sources	0	0
Energy Sources	4374	2,847
Waste Sources	1244	933
Water Consumption Sources	1161	1063

Total Project Related GHG Emissions	**13,268**	**9,427**

Notes:

[a] Includes total operational emissions plus construction period emissions amortized over 30 years.

[b] emissions calculated using the CalEEMod emissions model. Model output sheets are provided in Appendix X.

Source: ICF 2012

0.28951

Full

Construction

Before Mitigation Measures

Localized Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Demolition	7.4	56.1	38.3	0.1	4.2	2.9
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Arch Coating	369.8	2.4	1.9	0.0	0.2	0.2
Bldg Construction 2016	4.0	26.5	22.8	0.0	1.6	1.6
Bldg Construction 2017	3.7	24.1	22.6	0.0	1.4	1.4
Alt 2 - demolition, commercial bldg and	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
#REF!	13.3	93.5	67.3	0.1	5.8	5.7
Demolition of Jail	5.2	38.5	28.8	0.1	4.6	2.3
SCAQMD Localized Significance Threshold	**-**	**115**	**715**	**-**	**6**	**4**
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
2.99	16.9	21.4	0.0	0.0	0.0	0.0
0	0.0	0.0	0.0	0.0	0.0	0.0
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**Yes**

After Mitigation Measures

Localized Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
#REF!	0.0	0.0	0.0	0.0	0.0	0.0
2.99	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
0	37.5	46.3	0.1	0.0	0.0	0.0
SCAQMD Localized Significance Threshold	**-**	**115**	**715**	**-**	**6**	**4**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Before Mitigation Measures

Regional Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Demolition	8.3	63.3	43.4	0.1	38.5	11.6
Excavation & Soils Export	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Grading & Soils Prep	369.9	2.5	3.1	0.0	0.5	0.3
Site Trenching & Bldg Foundation	5.2	33.8	33.4	0.1	4.2	2.4
Buildine Construction 2013	4.8	30.8	32.4	0.1	4.0	2.2
Building Construction 2014	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Concrete & Asphalt	13.5	94.3	69.8	0.1	12.6	7.4
Architectural Finishing	5.3	38.5	29.7	0.1	4.8	2.3
SCAQMD Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	15	3	3	0	1	0
Excavation & Soils Export AND Grading & Soils Prep	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Grading & Soils Prep AND Site Trenching & Bldg Foundation	4.2	24.2	31.9	0.1	4.2	2.4
Building Construction 2014 AND Concrete & Asphalt	0.0	0.0	0.0	0.0	0.0	0.0
Exceed Threshold?	#REF!	#REF!	#REF!	#REF!	1	0

After Mitigation Measures

Regional Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Phase 1						
SCAQMD Regional Threshold (5 acres)	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Proposed Project Emissions	Annual CO_2e (metric tons)	Mitigated
Amortized Construction Emissions ('+' metric tons total)	#REF!	0
Operations-Period Emissions Phase 1		
Mobile Sources	6396	4490
Area Sources	0	0
EnergySources	4374	2931
Waste Sources	1244	1244
Water Consumption Sources	1161	1161
Total Project Related GHG Emissions	#REF!	9,825

[a] Includes total operational emissions plus construction period emissions

Source: ICF 2012. CalEEMod outputs and GHG calculation sheets are provided in Appendix XX.

#REF! percent difference

Onerational

		ROG	NOx	CO	SO2	PM10	PM2.5
Construction Local	**2acres**	-	115	715	-	6	4
Construction Regional		75	100	550	150	150	55
Operation Local	**LST**	-	115	715	-	2	1
Operation Regional		55	55	550	150	150	55

SRA No. 17 Central Orange County

#REF!
#DIV/0!

#DIV/0!

#REF!

Localized Operational Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Phase 1	13.07	0.00	0.00	0.00	0.00	0.00
SCAQMD Localized Significance Threshold		**115**	**715**	-	**2**	**1**
Exceed Threshold?	No	No	No	No	No	No

-100

#DIV/0!

Regional Operational Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Area Source[a]	13.1	0.0	0.0	0.0	0.0	0.0
Stationary Sources[b]	0.2	1.4	1.2	0.0	0.1	0.1
On Road Mobile Sources[a]	47.9	109.5	416.9	1.0	104.8	6.4
Total	61.2	110.9	418.1	1.0	104.9	6.5
SCAQMD Daily Significance Threshold	55.0	55.0	550.0	150.0	150.0	55.0
Exceed Significant Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Operations Emissions - Mobile	3,668	3,154
Operations Emissions - Area Sources	154	5
Operations Emissions – Energy Sources	506	315
Operations Emissions - Waste Sources	63	51
Operations Emissions - Water Consumption Sources	133	75
Project Emissions Annual Total	3,987	2,663

mobile 0.198

0.072

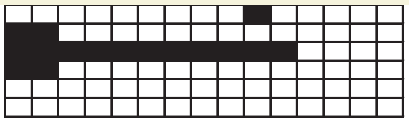
0.028

total 29.8%

energy 33%

314.9

	Phase Name	Phase Type	Start Date	End Date	Days/Week	Total Days	Phase Description
	Demolition	Demolition	01/02/2016	08/29/2016	5 Days/Week	171	
	Site Preparation	Site Preparation	01/30/2016	02/05/2016	5 Days/Week	5	
	Grading	Grading	02/06/2016	02/17/2016	5 Days/Week	8	
	Building Construction	Building Construction	02/18/2016	01/04/2017	5 Days/Week	230	
	Paving	Paving	01/05/2017	01/30/2017	5 Days/Week	18	
	Architectural Coating	Architectural Coating	01/31/2017	02/23/2017	5 Days/Week	18	
*							



		ROG	NOx	CO	SO2	PM10	PM2.5
Construction Local	**5 acres**	-	161	1861	-	16	8
Construction Regional		75	100	550	150	150	55
Operation Local	**LST**	-	161	1861	-	4	2
Operation Regional		55	55	550	150	150	55

SRA No. 1 Central LA

Summer - Local	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	CO2e
Construction Activity											
Demo and Rehab											
Demolition	14.19	98.84	71.29	0.12	0.71	6.11	6.82	0.11	6.93	7.04	12344.48
Alt 3 - demolition, commercial bldg and parking facility	14.19	98.84	71.29	0.12	10.89	6.11	17.00	1.68	6.93	8.61	
Grading	9.95	76.30	47.43	0.10	2.45	3.43	5.88	0.26	6.14	6.41	10875.33
Bldg Construction 2016	3.99	26.52	22.80	0.04		1.58	1.58		1.58	1.58	4048.10
Bldg Construction 2017	3.66	24.08	22.64	0.04		1.39	1.39		1.39	1.39	4047.45
Paving	4.29	26.42	20.24	0.03		2.17	2.17		2.17	2.17	2925.76
Arch Coating	1418.35	2.18	1.87	0.00		0.17	0.17		0.17	0.17	281.81
Max	**1418.35**	**98.84**	**71.29**	**0.12**	**10.89**	**6.11**	**17.00**	**1.68**	**6.93**	**8.61**	**12344.48**
LST	-	**161.00**	**1861.00**	-			**16.00**	-		**8.00**	-
demo dust (onsite)	0	0	0	0	10.18	0	10.18	1.57	0	1.57	
Overlap											
Grading and Bldg Construction 2016	13.94	102.82	70.23	0.14	2.45	5.01	7.46	0.26	7.72	7.99	14923.43
Bldg Construction 2017, Paving, Arch Coatin	1426.30	52.68	44.75	0.07	0.00	3.73	3.73	0.00	3.73	3.73	7255.02
LST	-	161.00	1861.00	-			16.00	-		8.00	-

Summer - Local	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	CO2e
Construction Activity											CO2e
Demo and Rehab											-
Demolition	7.21	45.67	54.15	0.09	0.71	3.56	4.27	0.11	3.56	3.67	9595.33
Alt 3 - demolition, commercial bldg and parking facility	7.21	45.67	54.15	0.09	10.89	3.56	14.45	1.68	3.56	5.24	
Grading	7.79	50.25	56.65	0.10	2.45	3.43	5.88	0.26	3.43	3.69	10875.33
Bldg Construction 2016	3.55	20.53	24.94	0.04		1.79	1.79		1.79	1.79	4048.10
Bldg Construction 2017	3.55	20.53	24.94	0.04		1.79	1.79		1.79	1.79	4047.45
Paving	2.57	15.40	19.00	0.03		1.54	1.54		1.54	1.54	2925.76
Arch Coating	56.97	1.48	1.83	0.00		0.15	0.15		0.15	0.15	281.81
Max	56.97	50.25	56.65	0.10	10.89	3.56	14.45	1.68	3.56	5.24	10875.33
LST	-	**161**	**1861**	-			**16**	-		**8**	-
demo dust (onsite)	0	0	0	0	10.18	0	10.18	1.57	0	1.57	
Overlap											
Grading and Bldg Construction 2016	11.34	70.78	81.59	0.14	2.45	5.22	7.67	0.26	5.22	5.48	14923.43
Bldg Construction 2017, Paving, Arch Coating	63.09	37.41	45.77	0.07	0.00	3.48	3.48	0.00	3.48	3.48	7255.02
LST	-	161	1861	-			16	-		8	-

0.108 grading dust PM2.5/PM10 fraction, based on AP-42 equations used in Caleemod
0.155 demo dust PM2.5/PM10 fraction, based on EF's in Caleemod Users GuideAppx A, Page 11
0.245 paved road dust PM2.5/PM10 fraction, based on lb/VMT EF's in AP-42 Section 13.2.1

Matt revisions:
cons regional fugitive PM here is all road dust, so I included those fractions
note, this affects the total, so I summed there (see cell L6 for an example)

Construction Phase	ROC Regional Emissions	NO_x	CO	SO_x	PM_{10}[a]	$PM_{2.5}$[a]
Demolition	0.5	3.6	4.1	0.0	45.8	10.4
Grading	0.1	0.1	1.2	0.0	0.3	0.1
Bldg Construction 2016	4.9	28.3	43.6	0.1	9.8	3.3
Bldg Construction 2017	4.5	26.2	40.3	0.1	9.7	3.2
Paving	0.1	0.1	0.9	0.0	0.2	0.1
Arch Coating	0.5	0.4	5.0	0.0	1.4	0.4
Conservative Scenario 1	18.9	129.1	111.3	0.3	17.4	11.2
Conservative Scenario 2	1426.9	53.3	51.7	0.1	5.7	4.2
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**Yes**	**Yes**	**No**	**No**	**No**	**No**
Construction Phase	**Localized Emissions**					
Demolition	14.2	98.8	71.3	0.1	17.0	8.6
Grading	10.0	76.3	47.4	0.1	5.9	6.4
Bldg Construction 2016	4.0	26.5	22.8	0.0	1.6	1.6
Bldg Construction 2017	3.7	24.1	22.6	0.0	1.4	1.4
Paving	4.3	26.4	20.2	0.0	2.2	2.2
Arch Coating	1418.4	2.2	1.9	0.0	0.2	0.2
Conservative Scenario 1	13.9	102.8	70.2	0.1	7.5	8.0
Conservative Scenario 2	1426.3	52.7	44.8	0.1	3.7	3.7
Localized Threshold	**N/A**	**161**	**1861**	**N/A**	**16**	**8**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**Yes**

Notes:

Construction emission calculation worksheets are included in the Air Quality Appendix.

[a] PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rules 403 and 403.1 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.

[b] The project site is located in SCAQMD SRA No. 30. These Localized Significance Thresholds are based on the site SRA, distance to nearest sensitive-receptor location from the project site (25 meters), and the project area disturbed within 25 meters of any sensitive-receptor location (0.5 acre).

Source: ICF International, August 2012.

Construction Phase	ROC Regional Emissions	NO_x	CO	SO_x	PM_{10}[a]	$PM_{2.5}$[a]
Demolition	0.5	3.5	3.4	0.0	45.6	10.4
Grading	0.1	0.1	1.2	0.0	0.3	0.1
Bldg Construction 2016	4.9	28.3	43.6	0.1	9.8	3.3
Bldg Construction 2017	4.5	26.2	40.3	0.1	9.7	3.2
Paving	0.1	0.1	0.9	0.0	0.2	0.1
Arch Coating	0.5	0.4	5.0	0.0	1.4	0.4
Conservative Scenario 1	16.3	99.2	126.4	0.3	17.8	8.8
Conservative Scenario 2	68.1	64.1	91.9	0.2	14.8	7.1
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Construction Phase	**Localized Emissions**					
Demolition	7.2	45.7	54.2	0.1	14.5	5.2
Grading	7.8	50.3	56.7	0.1	5.9	3.7
Bldg Construction 2016	3.6	20.5	24.9	0.0	1.8	1.8
Bldg Construction 2017	3.6	20.5	24.9	0.0	1.8	1.8
Paving	2.6	15.4	19.0	0.0	1.5	1.5
Arch Coating	57.0	1.5	1.8	0.0	0.2	0.2
Conservative Scenario 1	11.3	70.8	81.6	0.1	7.7	5.5
Conservative Scenario 2	63.1	37.4	45.8	0.1	3.5	3.5
Localized Threshold	**N/A**	**161**	**1861**	**N/A**	**16**	**8**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:

Construction emission calculation worksheets are included in the Air Quality Appendix.

[a] PM_{10} and $PM_{2.5}$ emissions estimates take into account compliance with SCAQMD Rules 403 and 403.1 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.

[b] The project site is located in SCAQMD SRA No. 30. These Localized Significance Thresholds are based on the site SRA, distance to nearest sensitive-receptor location from the project site (25 meters), and the project area disturbed within 25 meters of any sensitive-receptor location (0.5 acre).

Source: ICF International, August 2012.

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	CO2e	
Summer - Regional (local + offsite)												
Construction Activity	**75**	**100**	**550**	**150**			**150**			**55**		lbs/day
Demo and Rehab												
Demolition	14.72	102.32	75.36	0.13	35.03	6.27	41.31	8.53	7.09	15.62	13482.94	
Alt 3 - demolition, commercial bldg and parking facility												
Grading	10.06	102.47	87.68	0.21	11.06	4.49	15.55	2.38	7.20	9.58	21746.03	
Bldg Construction 2016	8.85	26.59	23.65	0.04	0.23	1.59	1.82	0.06	1.59	1.65	4227.74	
Bldg Construction 2017	4.11	24.49	27.64	0.05	1.35	1.44	2.79	0.33	1.44	1.77	5101.36	
Paving	4.39	26.51	21.38	0.03	0.31	2.18	2.49	0.05	2.18	2.23	3165.28	
Arch Coating	1418.42	2.25	2.67	0.00	0.21	0.18	0.39	0.03	0.18	0.21	449.48	
Max	1418.42	102.47	87.68	0.21	35.03	6.27	41.31	8.53	7.20	15.62	21746.03	
Threshold	**75**	**100**	**550**	**150**			**150**			**55**		
total	***0.01***	***0.11***	***0.06***	***0***	***11.3***	***0***	***11.3***	***1.85***	***0***	***1.85***		

Summer - Regional	Offsite										
Construction Activity											
Demo and Rehab											
Demolition	0.53	3.48	4.07	0.01	34.32	0.16	34.49	8.42	0.16	8.58	1138.46
Alt 3 - demolition, commercial bldg and parking facility	0.54	3.59	4.13	0.01	45.62	0.16	45.79	10.27	0.16	10.43	
Grading	0.11	0.10	1.23	0.00	0.31	0.01	0.32	0.08	0.01	0.09	244.41
Bldg Construction 2016	4.86	28.28	43.60	0.11	8.61	1.14	9.76	2.11	1.14	3.25	10966.83
Bldg Construction 2017	4.50	26.17	40.25	0.11	8.61	1.06	9.67	2.11	1.06	3.17	10870.70
Paving	0.08	0.07	0.85	0.00	0.23	0.01	0.24	0.06	0.01	0.07	179.64
Arch Coating	0.45	0.41	5.00	0.01	1.35	0.05	1.40	0.33	0.05	0.38	1053.91
Max	0.1	0.09	1.14	0	0.31	0.01	0.32	0.05	0.01	0.06	239.52
LST	0.07	0.07	0.8	0	0.21	0.01	0.22	0.03	0.01	0.04	167.67
Overlap											
Grading and Bldg Construction 2016	18.91	129.06	111.33	0.25	11.29	6.08	17.37	2.43	8.79	11.23	25973.77
Bldg Construction 2017, Paving, Arc	1426.92	53.25	51.69	0.08	1.87	3.80	5.67	0.41	3.80	4.21	8716.12
	75	100	550	150			150			55	

MITIGATION	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	
Summer - Regional (local + offsite)												
Construction Activity	75	100	550	150			150			55		lbs/day
Demo and Rehab												
Demolition	7.68	49.09	57.49	0.10	34.84	3.71	38.57	8.49	3.71	12.20	0.00	
Alt 3 - demolition, commercial bldg and parking facility												
Grading	7.90	50.35	57.88	0.10	2.76	3.44	6.20	0.34	3.44	3.78	0.00	
Bldg Construction 2016	8.41	48.81	68.54	0.15	8.61	2.93	11.55	2.11	2.93	5.04	0.00	
Bldg Construction 2017	8.05	46.70	65.19	0.15	8.61	2.85	11.46	2.11	2.85	4.96	0.00	
Paving	2.65	15.47	19.85	0.03	0.23	1.55	1.78	0.06	1.55	1.61	0.00	
Arch Coating	57.42	1.89	6.83	0.01	1.35	0.20	1.55	0.33	0.20	0.53	0.00	
Max	57.42	50.35	68.54	0.15	34.84	3.71	38.57	8.49	3.71	12.20	0.00	
Threshold	75	100	550	150			150			55		
total	***0.01***	***0.11***	***0.06***	***0***	***11.3***	***0***	***11.3***	***1.85***	***0***	***1.85***		

Summer - Regional	Offsite										
Construction Activity											
Demo and Rehab											
Demolition	0.47	3.42	3.34	0.01	34.13	0.15	34.30	8.38	0.15	8.53	
Alt 3 - demolition, commercial bldg and parking facility	0.48	3.53	3.40	0.01	45.43	0.15	45.60	10.23	0.15	10.38	
Grading	0.11	0.10	1.23	0.00	0.31	0.01	0.32	0.08	0.01	0.09	
Bldg Construction 2016	4.86	28.28	43.60	0.11	8.61	1.14	9.76	2.11	1.14	3.25	
Bldg Construction 2017	4.50	26.17	40.25	0.11	8.61	1.06	9.67	2.11	1.06	3.17	
Paving	0.08	0.07	0.85	0.00	0.23	0.01	0.24	0.06	0.01	0.07	
Arch Coating	0.45	0.41	5.00	0.01	1.35	0.05	1.40	0.33	0.05	0.38	
Max	0.1	0.09	1.14	0	0.31	0.01	0.32	0.05	0.01	0.06	
LST	0.07	0.07	0.8	0	0.21	0.01	0.22	0.03	0.01	0.04	
Overlap											
Grading and Bldg Construction 2016	16.31	99.16	126.42	0.25	11.37	6.37	17.75	2.45	6.37	8.82	0.00
Bldg Construction 2017, Paving, Arch Coating	68.12	64.06	91.87	0.19	10.19	4.60	14.79	2.50	4.60	7.10	0.00
	75	100	550	150			150			55	

Phase 1		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total	CO2e
	Area	19.61	0	0	0	0	0	0
	LST	-	**161**	**1861**	-	4	2	

Phase 1

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total	CO2e
Area	19.61	0	0	0	0	0	0
Energy	0.23	2.12	1.78	0.01	0.16	0.16	2,553.51
Mobile	71.76	164	624.31	1.43	156.93	9.6	127,806.3 3
Total	91.6	166.12	626.09	1.44	157.09	9.76	130,359.8 4
	55	55	550	150	150	55	
	Yes	Yes	Yes	No	Yes	No	

Area	19.61	0	0	0	0	0	0
Energy	0.23	2.12	1.78	0.01	0.16	0.16	2,553.51
Mobile	47.63	108.82	414.09	0.95	104.01	6.36	84,715.48
Total	67.47	110.94	415.87	0.96	104.17	6.52	87,268.99
	55	55	550	150	150	55	
	Yes	Yes	No	No	No	No	

	before trip	w trip credi	ratio	trip rate	trip rate w credits
Governmer	13,262	9,283	0.69997	27.92	19.54316
Retail	966	289	0.299172	42.94	12.84644
Day Care	198	20	0.10101	79.26	8.006061

		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
																	mt/yr
demo	2016	1.27	8.85	6.52	0.01	2.71	0.54	3.25	0.01	0.54	0.55	0	1,053.75	1,053.75	0.1	0	1,055.91
																	1,373.40
everything else	2016	1.05	6.65	7.46	0.02	0.82	0.33	1.14	0.06	0.33	0.39	0	1,491.33	1,491.33	0.08	0	1,493.03
	2017	14.64	2.78	3.42	0.01	0.4	0.15	0.54	0.02	0.15	0.17	0	695.77	695.77	0.04	0	696.51
	Total	15.69	15.69	9.43	10.88	0.03	1.22	0.48	1.68	0.08	0.48	0.56	0	2,187.10	2,187.10	0.12	0	2,189.54
																	3,562.94

Year	Annual CO2e (metric tons)
2016	2,866
2017	697
Total	**3,563**

	CO2e mt/yr	mitigation
Area	0	0
Energy	6566.25	6379.67
Mobile	9,579.90	9,579.90
Waste	1865.72	1399.39
Water	1741.4	1594.74
Total	19,753.27	18953.61

Alternative B2 Operational Emissions	**Annual CO2e (metric tonnes)**	Mitigation	
Amortized Construction Emissions (30 years)	119	119	
Mobile Sources	9580	6725	
Area Sources	0	0	
Energy Sources	6566	4274	
Waste Sources	1866	1399	
Water Consumption Sources	1741	1595	0.289838
Total Project	**19,872**	14112	

Notes:

[a] Includes total operational emissions plus construction period emissions amortized over 30 years.

[b] emissions calculated using the CalEEMod emissions model. Model output sheets are provided in Appendix X.

Source: ICF 2012

Construction

Before Mitigation Measures

Localized Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Demolition	14.2	98.8	71.3	0.1	6.8	7.0
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Alt 3 - demolition, commercial bldg and parking	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
#REF!	10.0	76.3	47.4	0.1	5.9	6.4
SCAQMD Localized Significance Threshold	**-**	**115**	**715**	**-**	**6**	**4**
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
7.21	45.7	54.2	0.1	10.9	1.7	0.0
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**Yes**

After Mitigation Measures

Localized Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
7.21	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
SCAQMD Localized Significance Threshold	**-**	**115**	**715**	**-**	**6**	**4**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Before Mitigation Measures

Regional Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Demolition	14.7	102.3	75.4	0.1	41.3	15.6
Excavation & Soils Export	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Grading & Soils Prep	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Site Trenching & Bldg Foundation	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Building Construction 2013	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Building Construction 2014	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Concrete & Asphalt	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Architectural Finishing	10.1	102.5	87.7	0.2	15.6	9.6
SCAQMD Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	0	0	0	0	0	0
Excavation & Soils Export AND Grading & Soils Prep	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
Grading & Soils Prep AND Site Trenching & Bldg Foundation	7.9	50.4	57.9	0.1	6.2	3.8
Building Construction 2014 AND Concrete & Asphalt	8.1	46.7	65.2	0.2	11.5	5.0
Exceed Threshold?	#REF!	#REF!	#REF!	#REF!	0	0

After Mitigation Measures

Regional Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Phase 1						
SCAQMD Regional Threshold (5 acres)	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Operational

		ROG	NOx	CO	SO2	PM10	PM2.5
Construction Local	**2acres**	**-**	**115**	**715**	**-**	**6**	**4**
Construction Regional		**75**	**100**	**550**	**150**	**150**	**55**
Operation Local	**LST**	**-**	**115**	**715**	**-**	**2**	**1**
Operation Regional		**55**	**55**	**550**	**150**	**150**	**55**

SRA No. 17 Central Orange County

#REF!
#REF!
#REF!
#REF!

Localized Operational Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Phase 1	19.61	0.00	0.00	0.00	0.00	0.00
SCAQMD Localized Significance Threshold		**115**	**715**	**-**	**2**	**1**
Exceed Threshold?	No	No	No	No	No	No

#DIV/0!

-100

Regional Operational Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
Area Source [c]	19.6	0.0	0.0	0.0	0.0	0.0
Stationary Sources [b]	0.2	2.1	1.8	0.0	0.2	0.2
On Road Mobile Sources [a]	71.8	164.0	624.3	1.4	156.9	9.6
Total	91.6	166.1	626.1	1.4	157.1	9.8
SCAQMD Daily Significance Threshold	55.0	55.0	550.0	150.0	150.0	55.0
Exceed Significant Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Proposed Project Emissions	Annual CO_2e (metric tons)	Mitigated
Amortized Construction Emissions ('=' metric tons total)	50	0
Operations-Period Emissions Phase 1		
Mobile Sources	9580	6725
Area Sources	0	0
EnergySources	6566	4399
Waste Sources	1866	1866
Water Consumption Sources	1741	1741
Total Project Related GHG Emissions	19,803	14,732

[a] Includes total operational emissions plus construction period emissions
Source: ICF 2012. CalEEMod outputs and GHG calculation sheets are provided in Appendix XX.

-25.61 percent difference

Operations Emissions - Mobile	3,068	2,154
Operations Emissions - Area Sources	154	5
Operations Emissions – Energy Sources	506	315
Operations Emissions - Waste Sources	63	51
Operations Emissions - Water Consumption Sources	133	75
Project Emissions Annual Total	3,987	2,663

mobile	0.198
	0.072
	0.028
total	29.8%
energy	33%

314.9

Alt 1 - rehabilition/renovation

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	319.048	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - rehab only for parker center and jail

Construction Phase -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading -

Demolition -

Trips and VMT - 12 trucks during constrctuon, 8 during demo

Construction Off-road Equipment Mitigation - 3x water daily

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	4.25	3.59	3.63	0.01	0.31	0.20	0.51	0.06	0.20	0.26	0.00	620.29	620.29	0.04	0.00	621.21
2017	0.06	0.36	0.43	0.00	0.03	0.02	0.05	0.00	0.02	0.02	0.00	74.48	74.48	0.00	0.00	74.58
Total	**4.31**	**3.95**	**4.06**	**0.01**	**0.34**	**0.22**	**0.56**	**0.06**	**0.22**	**0.28**	**0.00**	**694.77**	**694.77**	**0.04**	**0.00**	**695.79**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	4.25	3.59	3.63	0.01	0.25	0.20	0.46	0.03	0.20	0.23	0.00	620.29	620.29	0.04	0.00	621.21
2017	0.06	0.36	0.43	0.00	0.03	0.02	0.05	0.00	0.02	0.02	0.00	74.48	74.48	0.00	0.00	74.58
Total	**4.31**	**3.95**	**4.06**	**0.01**	**0.28**	**0.22**	**0.51**	**0.03**	**0.22**	**0.25**	**0.00**	**694.77**	**694.77**	**0.04**	**0.00**	**695.79**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.52	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.09	186.09	0.00	0.00	187.22
Mobile	2.19	5.36	20.99	0.05	4.59	0.27	4.86	0.07	0.26	0.33	0.00	3,871.05	3,871.05	0.15	0.00	3,874.18
Waste						0.00	0.00		0.00	0.00	60.23	0.00	60.23	3.56	0.00	134.98
Water						0.00	0.00		0.00	0.00	0.00	0.64	0.64	1.73	0.04	50.29
Total	**3.73**	**5.53**	**21.13**	**0.05**	**4.59**	**0.27**	**4.87**	**0.07**	**0.26**	**0.34**	**60.23**	**4,057.78**	**4,118.01**	**5.44**	**0.04**	**4,246.67**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.52	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.09	186.09	0.00	0.00	187.22
Mobile	2.19	5.36	20.99	0.05	4.59	0.27	4.86	0.07	0.26	0.33	0.00	3,871.05	3,871.05	0.15	0.00	3,874.18
Waste						0.00	0.00		0.00	0.00	60.23	0.00	60.23	3.56	0.00	134.98
Water						0.00	0.00		0.00	0.00	0.00	0.64	0.64	1.73	0.04	50.29
Total	**3.73**	**5.53**	**21.13**	**0.05**	**4.59**	**0.27**	**4.87**	**0.07**	**0.26**	**0.34**	**60.23**	**4,057.78**	**4,118.01**	**5.44**	**0.04**	**4,246.67**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.36	0.19	0.00		0.01	0.01		0.01	0.01	0.00	38.37	38.37	0.00	0.00	38.44
Total	**0.04**	**0.36**	**0.19**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**38.37**	**38.37**	**0.00**	**0.00**	**38.44**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.53	0.00	0.00	0.53
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.84**	**0.84**	**0.00**	**0.00**	**0.84**

3.2 Demolition - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.36	0.19	0.00		0.01	0.01		0.01	0.01	0.00	38.37	38.37	0.00	0.00	38.44
Total	**0.04**	**0.36**	**0.19**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**38.37**	**38.37**	**0.00**	**0.00**	**38.44**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.53	0.00	0.00	0.53
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.84**	**0.84**	**0.00**	**0.00**	**0.84**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.09	0.00	0.09	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.32	0.20	0.00		0.01	0.01		0.01	0.01	0.00	36.27	36.27	0.00	0.00	36.34
Total	**0.04**	**0.32**	**0.20**	**0.00**	**0.09**	**0.01**	**0.10**	**0.05**	**0.01**	**0.06**	**0.00**	**36.27**	**36.27**	**0.00**	**0.00**	**36.34**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.95	0.95	0.00	0.00	0.95
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.95**	**0.95**	**0.00**	**0.00**	**0.95**

3.3 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.04	0.00	0.04	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.32	0.20	0.00		0.01	0.01		0.01	0.01	0.00	36.27	36.27	0.00	0.00	36.34
Total	**0.04**	**0.32**	**0.20**	**0.00**	**0.04**	**0.01**	**0.05**	**0.02**	**0.01**	**0.03**	**0.00**	**36.27**	**36.27**	**0.00**	**0.00**	**36.34**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.95	0.95	0.00	0.00	0.95
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.95**	**0.95**	**0.00**	**0.00**	**0.95**

3.4 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.69					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**3.69**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.10	2.10	0.00	0.00	2.10
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.10**	**2.10**	**0.00**	**0.00**	**2.10**

3.4 Architectural Coating - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.69					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**3.69**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.10	2.10	0.00	0.00	2.10
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.10**	**2.10**	**0.00**	**0.00**	**2.10**

3.5 Bldg Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.34	2.15	2.12	0.00		0.14	0.14		0.14	0.14	0.00	298.34	298.34	0.03	0.00	298.92
Total	**0.34**	**2.15**	**2.12**	**0.00**		**0.14**	**0.14**		**0.14**	**0.14**	**0.00**	**298.34**	**298.34**	**0.03**	**0.00**	**298.92**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.40	0.40	0.00	0.00	0.40
Vendor	0.07	0.68	0.48	0.00	0.04	0.02	0.07	0.00	0.02	0.03	0.00	132.31	132.31	0.00	0.00	132.37
Worker	0.06	0.06	0.61	0.00	0.14	0.01	0.15	0.01	0.01	0.01	0.00	108.18	108.18	0.01	0.00	108.31
Total	**0.13**	**0.74**	**1.09**	**0.00**	**0.21**	**0.03**	**0.25**	**0.01**	**0.03**	**0.04**	**0.00**	**240.89**	**240.89**	**0.01**	**0.00**	**241.08**

3.5 Bldg Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.34	2.15	2.12	0.00		0.14	0.14		0.14	0.14	0.00	298.34	298.34	0.03	0.00	298.92
Total	**0.34**	**2.15**	**2.12**	**0.00**		**0.14**	**0.14**		**0.14**	**0.14**	**0.00**	**298.34**	**298.34**	**0.03**	**0.00**	**298.92**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.40	0.40	0.00	0.00	0.40
Vendor	0.07	0.68	0.48	0.00	0.04	0.02	0.07	0.00	0.02	0.03	0.00	132.31	132.31	0.00	0.00	132.37
Worker	0.06	0.06	0.61	0.00	0.14	0.01	0.15	0.01	0.01	0.01	0.00	108.18	108.18	0.01	0.00	108.31
Total	**0.13**	**0.74**	**1.09**	**0.00**	**0.21**	**0.03**	**0.25**	**0.01**	**0.03**	**0.04**	**0.00**	**240.89**	**240.89**	**0.01**	**0.00**	**241.08**

3.5 Bldg Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.27	0.29	0.00		0.02	0.02		0.02	0.02	0.00	41.35	41.35	0.00	0.00	41.43
Total	**0.04**	**0.27**	**0.29**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**41.35**	**41.35**	**0.00**	**0.00**	**41.43**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.06
Vendor	0.01	0.09	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	18.38	18.38	0.00	0.00	18.38
Worker	0.01	0.01	0.08	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	14.70	14.70	0.00	0.00	14.71
Total	**0.02**	**0.10**	**0.14**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**33.14**	**33.14**	**0.00**	**0.00**	**33.15**

3.5 Bldg Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.27	0.29	0.00		0.02	0.02		0.02	0.02	0.00	41.35	41.35	0.00	0.00	41.43
Total	**0.04**	**0.27**	**0.29**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**41.35**	**41.35**	**0.00**	**0.00**	**41.43**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.06
Vendor	0.01	0.09	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	18.38	18.38	0.00	0.00	18.38
Worker	0.01	0.01	0.08	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	14.70	14.70	0.00	0.00	14.71
Total	**0.02**	**0.10**	**0.14**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**33.14**	**33.14**	**0.00**	**0.00**	**33.15**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.19	5.36	20.99	0.05	4.59	0.27	4.86	0.07	0.26	0.33	0.00	3,871.05	3,871.05	0.15	0.00	3,874.18
Unmitigated	2.19	5.36	20.99	0.05	4.59	0.27	4.86	0.07	0.26	0.33	0.00	3,871.05	3,871.05	0.15	0.00	3,874.18
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	3,512.72	756.14	312.67	8,500,340	8,500,340
Total	3,512.72	756.14	312.67	8,500,340	8,500,340

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.09	186.09	0.00	0.00	187.22
NaturalGas Unmitigated	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.09	186.09	0.00	0.00	187.22
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	3.48719e+006	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.09	186.09	0.00	0.00	187.22
Total		**0.02**	**0.17**	**0.14**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**186.09**	**186.09**	**0.00**	**0.00**	**187.22**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	3.48719e+006	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.09	186.09	0.00	0.00	187.22
Total		**0.02**	**0.17**	**0.14**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**186.09**	**186.09**	**0.00**	**0.00**	**187.22**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	4.63577e+006					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	4.63577e+006					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.52	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	1.52	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.37					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.15					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.52**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.37					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.15					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.52**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.64	1.73	0.04	50.29
Unmitigated					0.64	1.73	0.04	50.29
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	56.706 / 34.7553					0.64	1.73	0.04	50.29
Total						**0.64**	**1.73**	**0.04**	**50.29**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	56.706 / 34.7553					0.64	1.73	0.04	50.29
Total						**0.64**	**1.73**	**0.04**	**50.29**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					60.23	3.56	0.00	134.98
Unmitigated					60.23	3.56	0.00	134.98
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	296.72					60.23	3.56	0.00	134.98
Total						**60.23**	**3.56**	**0.00**	**134.98**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	296.72					60.23	3.56	0.00	134.98
Total						**60.23**	**3.56**	**0.00**	**134.98**

9.0 Vegetation

Alt 1 - rehabilition/renovation

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	319.05	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - rehab only for parker center and jail

Construction Phase -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT - 12 trucks during constrctuon, 8 during demo

Demolition -

Grading -

Construction Off-road Equipment Mitigation - 3x water daily

Architectural Coating - 10g/L

Area Mitigation - 10g/L

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	15.50	89.88	52.11	0.08	18.34	4.62	22.96	9.94	4.62	14.56	0.00	8,238.11	0.00	1.00	0.00	8,259.16
2012	15.45	3.31	3.66	0.01	0.31	0.30	0.61	0.01	0.30	0.31	0.00	543.19	0.00	0.06	0.00	544.52
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	15.50	89.88	52.11	0.08	7.32	4.62	11.94	3.88	4.62	8.50	0.00	8,238.11	0.00	1.00	0.00	8,259.16
2012	15.45	3.31	3.66	0.01	0.31	0.30	0.61	0.01	0.30	0.31	0.00	543.19	0.00	0.06	0.00	544.52
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,124.00		0.02	0.02	1,130.84
Mobile	16.32	38.51	153.44	0.35	37.14	1.95	39.09	0.53	1.86	2.38		32,282.25		1.23		32,307.97
Total	**24.76**	**39.45**	**154.23**	**0.36**	**37.14**	**1.95**	**39.16**	**0.53**	**1.86**	**2.45**		**33,406.25**		**1.25**	**0.02**	**33,438.81**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.40	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,124.00		0.02	0.02	1,130.84
Mobile	16.32	38.51	153.44	0.35	37.14	1.95	39.09	0.53	1.86	2.38		32,282.25		1.23		32,307.97
Total	**22.82**	**39.45**	**154.23**	**0.36**	**37.14**	**1.95**	**39.16**	**0.53**	**1.86**	**2.45**		**33,406.25**		**1.25**	**0.02**	**33,438.81**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	9.84	79.87	45.95	0.07		4.10	4.10		4.10	4.10		7,510.82		0.88		7,529.33
Total	**9.84**	**79.87**	**45.95**	**0.07**		**4.10**	**4.10**		**4.10**	**4.10**		**7,510.82**		**0.88**		**7,529.33**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.03	0.27	0.16	0.00	0.19	0.01	0.20	0.00	0.01	0.01		33.42		0.00		33.45
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.12	1.38	0.00	0.23	0.01	0.24	0.01	0.01	0.02		200.34		0.01		200.62
Total	**0.15**	**0.39**	**1.54**	**0.00**	**0.42**	**0.02**	**0.44**	**0.01**	**0.02**	**0.03**		**233.76**		**0.01**		**234.07**

3.2 Demolition - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	9.84	79.87	45.95	0.07		4.10	4.10		4.10	4.10	0.00	7,510.82		0.88		7,529.33
Total	**9.84**	**79.87**	**45.95**	**0.07**		**4.10**	**4.10**		**4.10**	**4.10**	**0.00**	**7,510.82**		**0.88**		**7,529.33**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.03	0.27	0.16	0.00	0.19	0.01	0.20	0.00	0.01	0.01		33.42		0.00		33.45
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.12	1.38	0.00	0.23	0.01	0.24	0.01	0.01	0.02		200.34		0.01		200.62
Total	**0.15**	**0.39**	**1.54**	**0.00**	**0.42**	**0.02**	**0.44**	**0.01**	**0.02**	**0.03**		**233.76**		**0.01**		**234.07**

3.3 Site Preparation - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.07	0.00	18.07	9.93	0.00	9.93						0.00
Off-Road	10.99	89.73	50.45	0.07		4.61	4.61		4.61	4.61		7,997.70		0.99		8,018.42
Total	**10.99**	**89.73**	**50.45**	**0.07**	**18.07**	**4.61**	**22.68**	**9.93**	**4.61**	**14.54**		**7,997.70**		**0.99**		**8,018.42**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.14	0.14	1.66	0.00	0.28	0.01	0.29	0.01	0.01	0.02		240.41		0.02		240.74
Total	**0.14**	**0.14**	**1.66**	**0.00**	**0.28**	**0.01**	**0.29**	**0.01**	**0.01**	**0.02**		**240.41**		**0.02**		**240.74**

3.3 Site Preparation - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.05	0.00	7.05	3.87	0.00	3.87						0.00
Off-Road	10.99	89.73	50.45	0.07		4.61	4.61		4.61	4.61	0.00	7,997.70		0.99		8,018.42
Total	**10.99**	**89.73**	**50.45**	**0.07**	**7.05**	**4.61**	**11.66**	**3.87**	**4.61**	**8.48**	**0.00**	**7,997.70**		**0.99**		**8,018.42**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.14	0.14	1.66	0.00	0.28	0.01	0.29	0.01	0.01	0.02		240.41		0.02		240.74
Total	**0.14**	**0.14**	**1.66**	**0.00**	**0.28**	**0.01**	**0.29**	**0.01**	**0.01**	**0.02**		**240.41**		**0.02**		**240.74**

3.4 Bldg Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.11	40.22	24.03	0.04		2.80	2.80		2.80	2.80		4,040.62		0.55		4,052.11
Total	**6.11**	**40.22**	**24.03**	**0.04**		**2.80**	**2.80**		**2.80**	**2.80**		**4,040.62**		**0.55**		**4,052.11**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.04	0.02	0.00	0.28	0.00	0.28	0.00	0.00	0.00		4.36		0.00		4.36
Vendor	1.03	10.50	7.19	0.01	0.48	0.39	0.88	0.04	0.39	0.43		1,430.12		0.05		1,431.20
Worker	0.81	0.81	9.41	0.01	1.57	0.05	1.62	0.06	0.05	0.11		1,362.31		0.09		1,364.22
Total	**1.84**	**11.35**	**16.62**	**0.02**	**2.33**	**0.44**	**2.78**	**0.10**	**0.44**	**0.54**		**2,796.79**		**0.14**		**2,799.78**

3.4 Bldg Construction - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.11	40.22	24.03	0.04		2.80	2.80		2.80	2.80	0.00	4,040.62		0.55		4,052.11
Total	**6.11**	**40.22**	**24.03**	**0.04**		**2.80**	**2.80**		**2.80**	**2.80**	**0.00**	**4,040.62**		**0.55**		**4,052.11**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.04	0.02	0.00	0.28	0.00	0.28	0.00	0.00	0.00		4.36		0.00		4.36
Vendor	1.03	10.50	7.19	0.01	0.48	0.39	0.88	0.04	0.39	0.43		1,430.12		0.05		1,431.20
Worker	0.81	0.81	9.41	0.01	1.57	0.05	1.62	0.06	0.05	0.11		1,362.31		0.09		1,364.22
Total	**1.84**	**11.35**	**16.62**	**0.02**	**2.33**	**0.44**	**2.78**	**0.10**	**0.44**	**0.54**		**2,796.79**		**0.14**		**2,799.78**

3.5 Architectural Coating - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	14.78					0.00	0.00		0.00	0.00						0.00
Off-Road	0.56	3.37	1.98	0.00		0.31	0.31		0.31	0.31		281.19		0.05		282.25
Total	**15.34**	**3.37**	**1.98**	**0.00**		**0.31**	**0.31**		**0.31**	**0.31**		**281.19**		**0.05**		**282.25**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.16	0.16	1.85	0.00	0.31	0.01	0.32	0.01	0.01	0.02		267.12		0.02		267.49
Total	**0.16**	**0.16**	**1.85**	**0.00**	**0.31**	**0.01**	**0.32**	**0.01**	**0.01**	**0.02**		**267.12**		**0.02**		**267.49**

3.5 Architectural Coating - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	14.78					0.00	0.00		0.00	0.00						0.00
Off-Road	0.56	3.37	1.98	0.00		0.31	0.31		0.31	0.31	0.00	281.19		0.05		282.25
Total	**15.34**	**3.37**	**1.98**	**0.00**		**0.31**	**0.31**		**0.31**	**0.31**	**0.00**	**281.19**		**0.05**		**282.25**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.16	0.16	1.85	0.00	0.31	0.01	0.32	0.01	0.01	0.02		267.12		0.02		267.49
Total	**0.16**	**0.16**	**1.85**	**0.00**	**0.31**	**0.01**	**0.32**	**0.01**	**0.01**	**0.02**		**267.12**		**0.02**		**267.49**

3.5 Architectural Coating - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	14.78					0.00	0.00		0.00	0.00						0.00
Off-Road	0.52	3.16	1.96	0.00		0.29	0.29		0.29	0.29		281.19		0.05		282.18
Total	**15.30**	**3.16**	**1.96**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**		**281.19**		**0.05**		**282.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.15	0.14	1.70	0.00	0.31	0.01	0.32	0.01	0.01	0.02		262.00		0.02		262.34
Total	**0.15**	**0.14**	**1.70**	**0.00**	**0.31**	**0.01**	**0.32**	**0.01**	**0.01**	**0.02**		**262.00**		**0.02**		**262.34**

3.5 Architectural Coating - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	14.78					0.00	0.00		0.00	0.00						0.00
Off-Road	0.52	3.16	1.96	0.00		0.29	0.29		0.29	0.29	0.00	281.19		0.05		282.18
Total	**15.30**	**3.16**	**1.96**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**	**0.00**	**281.19**		**0.05**		**282.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.15	0.14	1.70	0.00	0.31	0.01	0.32	0.01	0.01	0.02		262.00		0.02		262.34
Total	**0.15**	**0.14**	**1.70**	**0.00**	**0.31**	**0.01**	**0.32**	**0.01**	**0.01**	**0.02**		**262.00**		**0.02**		**262.34**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	16.32	38.51	153.44	0.35	37.14	1.95	39.09	0.53	1.86	2.38		32,282.25		1.23		32,307.97
Unmitigated	16.32	38.51	153.44	0.35	37.14	1.95	39.09	0.53	1.86	2.38		32,282.25		1.23		32,307.97
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	3,512.74	756.15	312.67	8,500,394	8,500,394
Total	3,512.74	756.15	312.67	8,500,394	8,500,394

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,124.00		0.02	0.02	1,130.84
NaturalGas Unmitigated	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,124.00		0.02	0.02	1,130.84
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	9553.96	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,124.00		0.02	0.02	1,130.84
Total		**0.10**	**0.94**	**0.79**	**0.01**		**0.00**	**0.07**		**0.00**	**0.07**		**1,124.00**		**0.02**	**0.02**	**1,130.84**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	9.55396	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,124.00		0.02	0.02	1,130.84
Total		**0.10**	**0.94**	**0.79**	**0.01**		**0.00**	**0.07**		**0.00**	**0.07**		**1,124.00**		**0.02**	**0.02**	**1,130.84**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.40	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	8.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.02					0.00	0.00		0.00	0.00						0.00
Consumer Products	6.32					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**8.34**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.08					0.00	0.00		0.00	0.00						0.00
Consumer Products	6.32					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**6.40**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Alt 1 - rehabilition/renovation

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	319.05	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - rehab only for parker center and jail

Construction Phase -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT - 12 trucks during constrctuon, 8 during demo

Demolition -

Grading -

Construction Off-road Equipment Mitigation - 3x water daily

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	369.86	64.97	40.13	0.08	18.34	3.01	21.35	9.94	3.01	12.95	0.00	8,217.42	0.00	0.76	0.00	8,233.44
2017	4.18	26.05	30.61	0.06	2.33	1.49	3.82	0.10	1.49	1.59	0.00	5,933.20	0.00	0.36	0.00	5,940.86
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	369.86	64.97	40.13	0.08	7.32	3.01	10.33	3.88	3.01	6.89	0.00	8,217.42	0.00	0.76	0.00	8,233.44
2017	4.18	26.05	30.61	0.06	2.33	1.49	3.82	0.10	1.49	1.59	0.00	5,933.20	0.00	0.36	0.00	5,940.86
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,124.00		0.02	0.02	1,130.84
Mobile	16.32	38.51	153.44	0.35	37.14	1.95	39.09	0.53	1.86	2.38		32,282.25		1.23		32,307.97
Total	**24.76**	**39.45**	**154.23**	**0.36**	**37.14**	**1.95**	**39.16**	**0.53**	**1.86**	**2.45**		**33,406.25**		**1.25**	**0.02**	**33,438.81**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,124.00		0.02	0.02	1,130.84
Mobile	16.32	38.51	153.44	0.35	37.14	1.95	39.09	0.53	1.86	2.38		32,282.25		1.23		32,307.97
Total	**24.76**	**39.45**	**154.23**	**0.36**	**37.14**	**1.95**	**39.16**	**0.53**	**1.86**	**2.45**		**33,406.25**		**1.25**	**0.02**	**33,438.81**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.46	35.74	18.65	0.04		1.46	1.46		1.46	1.46		4,230.26		0.40		4,238.71
Total	**4.46**	**35.74**	**18.65**	**0.04**		**1.46**	**1.46**		**1.46**	**1.46**		**4,230.26**		**0.40**		**4,238.71**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.02	0.16	0.09	0.00	0.19	0.01	0.19	0.00	0.01	0.01		33.88		0.00		33.90
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.31	0.00	0.08	0.00	0.08	0.00	0.00	0.01		61.04		0.00		61.10
Total	**0.05**	**0.19**	**0.40**	**0.00**	**0.27**	**0.01**	**0.27**	**0.00**	**0.01**	**0.02**		**94.92**		**0.00**		**95.00**

3.2 Demolition - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.46	35.74	18.65	0.04		1.46	1.46		1.46	1.46	0.00	4,230.26		0.40		4,238.71
Total	**4.46**	**35.74**	**18.65**	**0.04**		**1.46**	**1.46**		**1.46**	**1.46**	**0.00**	**4,230.26**		**0.40**		**4,238.71**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.02	0.16	0.09	0.00	0.19	0.01	0.19	0.00	0.01	0.01		33.88		0.00		33.90
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.31	0.00	0.08	0.00	0.08	0.00	0.00	0.01		61.04		0.00		61.10
Total	**0.05**	**0.19**	**0.40**	**0.00**	**0.27**	**0.01**	**0.27**	**0.00**	**0.01**	**0.02**		**94.92**		**0.00**		**95.00**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.07	0.00	18.07	9.93	0.00	9.93						0.00
Off-Road	8.36	64.88	39.02	0.07		3.00	3.00		3.00	3.00		7,997.69		0.75		8,013.46
Total	**8.36**	**64.88**	**39.02**	**0.07**	**18.07**	**3.00**	**21.07**	**9.93**	**3.00**	**12.93**		**7,997.69**		**0.75**		**8,013.46**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.09	1.11	0.00	0.28	0.01	0.29	0.01	0.01	0.02		219.73		0.01		219.97
Total	**0.10**	**0.09**	**1.11**	**0.00**	**0.28**	**0.01**	**0.29**	**0.01**	**0.01**	**0.02**		**219.73**		**0.01**		**219.97**

3.3 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.05	0.00	7.05	3.87	0.00	3.87						0.00
Off-Road	8.36	64.88	39.02	0.07		3.00	3.00		3.00	3.00	0.00	7,997.69		0.75		8,013.46
Total	**8.36**	**64.88**	**39.02**	**0.07**	**7.05**	**3.00**	**10.05**	**3.87**	**3.00**	**6.87**	**0.00**	**7,997.69**		**0.75**		**8,013.46**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.09	1.11	0.00	0.28	0.01	0.29	0.01	0.01	0.02		219.73		0.01		219.97
Total	**0.10**	**0.09**	**1.11**	**0.00**	**0.28**	**0.01**	**0.29**	**0.01**	**0.01**	**0.02**		**219.73**		**0.01**		**219.97**

3.4 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	369.38					0.00	0.00		0.00	0.00						0.00
Off-Road	0.37	2.37	1.88	0.00		0.20	0.20		0.20	0.20		281.19		0.03		281.89
Total	**369.75**	**2.37**	**1.88**	**0.00**		**0.20**	**0.20**		**0.20**	**0.20**		**281.19**		**0.03**		**281.89**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.10	1.23	0.00	0.31	0.01	0.32	0.01	0.01	0.02		244.15		0.01		244.41
Total	**0.11**	**0.10**	**1.23**	**0.00**	**0.31**	**0.01**	**0.32**	**0.01**	**0.01**	**0.02**		**244.15**		**0.01**		**244.41**

3.4 Architectural Coating - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	369.38					0.00	0.00		0.00	0.00						0.00
Off-Road	0.37	2.37	1.88	0.00		0.20	0.20		0.20	0.20	0.00	281.19		0.03		281.89
Total	**369.75**	**2.37**	**1.88**	**0.00**		**0.20**	**0.20**		**0.20**	**0.20**	**0.00**	**281.19**		**0.03**		**281.89**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.10	1.23	0.00	0.31	0.01	0.32	0.01	0.01	0.02		244.15		0.01		244.41
Total	**0.11**	**0.10**	**1.23**	**0.00**	**0.31**	**0.01**	**0.32**	**0.01**	**0.01**	**0.02**		**244.15**		**0.01**		**244.41**

3.5 Bldg Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.38	21.26	20.96	0.03		1.40	1.40		1.40	1.40		3,256.93		0.30		3,263.26
Total	**3.38**	**21.26**	**20.96**	**0.03**		**1.40**	**1.40**		**1.40**	**1.40**		**3,256.93**		**0.30**		**3,263.26**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.02	0.01	0.00	0.28	0.00	0.28	0.00	0.00	0.00		4.42		0.00		4.42
Vendor	0.63	6.74	4.29	0.01	0.48	0.23	0.72	0.04	0.23	0.27		1,448.61		0.03		1,449.26
Worker	0.56	0.52	6.28	0.01	1.57	0.06	1.62	0.06	0.06	0.12		1,245.14		0.06		1,246.51
Total	**1.19**	**7.28**	**10.58**	**0.02**	**2.33**	**0.29**	**2.62**	**0.10**	**0.29**	**0.39**		**2,698.17**		**0.09**		**2,700.19**

3.5 Bldg Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.38	21.26	20.96	0.03		1.40	1.40		1.40	1.40	0.00	3,256.93		0.30		3,263.26
Total	**3.38**	**21.26**	**20.96**	**0.03**		**1.40**	**1.40**		**1.40**	**1.40**	**0.00**	**3,256.93**		**0.30**		**3,263.26**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.02	0.01	0.00	0.28	0.00	0.28	0.00	0.00	0.00		4.42		0.00		4.42
Vendor	0.63	6.74	4.29	0.01	0.48	0.23	0.72	0.04	0.23	0.27		1,448.61		0.03		1,449.26
Worker	0.56	0.52	6.28	0.01	1.57	0.06	1.62	0.06	0.06	0.12		1,245.14		0.06		1,246.51
Total	**1.19**	**7.28**	**10.58**	**0.02**	**2.33**	**0.29**	**2.62**	**0.10**	**0.29**	**0.39**		**2,698.17**		**0.09**		**2,700.19**

3.5 Bldg Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.08	19.31	20.85	0.03		1.22	1.22		1.22	1.22		3,256.93		0.27		3,262.70
Total	**3.08**	**19.31**	**20.85**	**0.03**		**1.22**	**1.22**		**1.22**	**1.22**		**3,256.93**		**0.27**		**3,262.70**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.02	0.01	0.00	0.28	0.00	0.28	0.00	0.00	0.00		4.43		0.00		4.43
Vendor	0.58	6.24	3.96	0.01	0.48	0.21	0.69	0.04	0.21	0.25		1,451.55		0.03		1,452.15
Worker	0.52	0.48	5.80	0.01	1.57	0.06	1.62	0.06	0.06	0.12		1,220.30		0.06		1,221.58
Total	**1.10**	**6.74**	**9.77**	**0.02**	**2.33**	**0.27**	**2.59**	**0.10**	**0.27**	**0.37**		**2,676.28**		**0.09**		**2,678.16**

3.5 Bldg Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.08	19.31	20.85	0.03		1.22	1.22		1.22	1.22	0.00	3,256.93		0.27		3,262.70
Total	**3.08**	**19.31**	**20.85**	**0.03**		**1.22**	**1.22**		**1.22**	**1.22**	**0.00**	**3,256.93**		**0.27**		**3,262.70**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.02	0.01	0.00	0.28	0.00	0.28	0.00	0.00	0.00		4.43		0.00		4.43
Vendor	0.58	6.24	3.96	0.01	0.48	0.21	0.69	0.04	0.21	0.25		1,451.55		0.03		1,452.15
Worker	0.52	0.48	5.80	0.01	1.57	0.06	1.62	0.06	0.06	0.12		1,220.30		0.06		1,221.58
Total	**1.10**	**6.74**	**9.77**	**0.02**	**2.33**	**0.27**	**2.59**	**0.10**	**0.27**	**0.37**		**2,676.28**		**0.09**		**2,678.16**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	16.32	38.51	153.44	0.35	37.14	1.95	39.09	0.53	1.86	2.38		32,282.25		1.23		32,307.97
Unmitigated	16.32	38.51	153.44	0.35	37.14	1.95	39.09	0.53	1.86	2.38		32,282.25		1.23		32,307.97
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	3,512.74	756.15	312.67	8,500,394	8,500,394
Total	3,512.74	756.15	312.67	8,500,394	8,500,394

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,124.00		0.02	0.02	1,130.84
NaturalGas Unmitigated	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,124.00		0.02	0.02	1,130.84
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	9553.96	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,124.00		0.02	0.02	1,130.84
Total		**0.10**	**0.94**	**0.79**	**0.01**		**0.00**	**0.07**		**0.00**	**0.07**		**1,124.00**		**0.02**	**0.02**	**1,130.84**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	9.55396	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,124.00		0.02	0.02	1,130.84
Total		**0.10**	**0.94**	**0.79**	**0.01**		**0.00**	**0.07**		**0.00**	**0.07**		**1,124.00**		**0.02**	**0.02**	**1,130.84**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	8.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.02					0.00	0.00		0.00	0.00						0.00
Consumer Products	6.32					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**8.34**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.02					0.00	0.00		0.00	0.00						0.00
Consumer Products	6.32					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**8.34**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Alt 1 - Building Renovation

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Structure	137	Space
City Park	0.5	Acre

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - 2 open spaces for a total 19750 ft2 (0.5 acres); underground parking structure 137 spots

Construction Phase -

Off-road Equipment -

Demolition -

Grading - http://wiki.answers.com/Q/What_is_the_density_of_asphalt_pavement

19750 @ 8 in deep = 13167 ft3 = 373 m3 = 914 tonnes of pavement hauling

Construction Off-road Equipment Mitigation - 3x daily watering

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	1.03	2.17	1.88	0.00	0.06	0.13	0.19	0.01	0.13	0.14	0.00	300.66	300.66	0.03	0.00	301.33
Total	**1.03**	**2.17**	**1.88**	**0.00**	**0.06**	**0.13**	**0.19**	**0.01**	**0.13**	**0.14**	**0.00**	**300.66**	**300.66**	**0.03**	**0.00**	**301.33**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	1.03	2.17	1.88	0.00	0.05	0.13	0.18	0.01	0.13	0.14	0.00	300.66	300.66	0.03	0.00	301.33
Total	**1.03**	**2.17**	**1.88**	**0.00**	**0.05**	**0.13**	**0.18**	**0.01**	**0.13**	**0.14**	**0.00**	**300.66**	**300.66**	**0.03**	**0.00**	**301.33**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.04	1.04	0.00	0.00	1.04
Waste						0.00	0.00		0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.02
Water						0.00	0.00		0.00	0.00	0.00	3.72	3.72	0.00	0.00	3.73
Total	**0.26**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.01**	**4.76**	**4.77**	**0.00**	**0.00**	**4.79**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.04	1.04	0.00	0.00	1.04
Waste						0.00	0.00		0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.02
Water						0.00	0.00		0.00	0.00	0.00	3.72	3.72	0.00	0.00	3.73
Total	**0.26**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.01**	**4.76**	**4.77**	**0.00**	**0.00**	**4.79**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.95	2.95	0.00	0.00	2.96
Total	**0.00**	**0.03**	**0.02**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**2.95**	**2.95**	**0.00**	**0.00**	**2.96**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.45	3.45	0.00	0.00	3.45
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.00	0.00	0.08
Total	**0.00**	**0.02**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.53**	**3.53**	**0.00**	**0.00**	**3.53**

3.2 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.95	2.95	0.00	0.00	2.96
Total	**0.00**	**0.03**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.95**	**2.95**	**0.00**	**0.00**	**2.96**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.45	3.45	0.00	0.00	3.45
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.00	0.00	0.08
Total	**0.00**	**0.02**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.53**	**3.53**	**0.00**	**0.00**	**3.53**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	4.88	4.88	0.00	0.00	4.89
Total	**0.01**	**0.04**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.00**	**4.88**	**4.88**	**0.00**	**0.00**	**4.89**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.17
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.17**	**0.17**	**0.00**	**0.00**	**0.17**

3.3 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	4.88	4.88	0.00	0.00	4.89
Total	**0.01**	**0.04**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.88**	**4.88**	**0.00**	**0.00**	**4.89**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.17
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.17**	**0.17**	**0.00**	**0.00**	**0.17**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.34	1.87	1.53	0.00		0.12	0.12		0.12	0.12	0.00	232.32	232.32	0.03	0.00	232.90
Total	**0.34**	**1.87**	**1.53**	**0.00**		**0.12**	**0.12**		**0.12**	**0.12**	**0.00**	**232.32**	**232.32**	**0.03**	**0.00**	**232.90**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.12	0.08	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	22.67	22.67	0.00	0.00	22.68
Worker	0.01	0.01	0.14	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	24.15	24.15	0.00	0.00	24.18
Total	**0.02**	**0.13**	**0.22**	**0.00**	**0.04**	**0.00**	**0.04**	**0.00**	**0.00**	**0.00**	**0.00**	**46.82**	**46.82**	**0.00**	**0.00**	**46.86**

3.4 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.34	1.87	1.53	0.00		0.12	0.12		0.12	0.12	0.00	232.32	232.32	0.03	0.00	232.90
Total	**0.34**	**1.87**	**1.53**	**0.00**		**0.12**	**0.12**		**0.12**	**0.12**	**0.00**	**232.32**	**232.32**	**0.03**	**0.00**	**232.90**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.12	0.08	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	22.67	22.67	0.00	0.00	22.68
Worker	0.01	0.01	0.14	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	24.15	24.15	0.00	0.00	24.18
Total	**0.02**	**0.13**	**0.22**	**0.00**	**0.04**	**0.00**	**0.04**	**0.00**	**0.00**	**0.00**	**0.00**	**46.82**	**46.82**	**0.00**	**0.00**	**46.86**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.08	0.06	0.00		0.01	0.01		0.01	0.01	0.00	7.77	7.77	0.00	0.00	7.79
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.08**	**0.06**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**7.77**	**7.77**	**0.00**	**0.00**	**7.79**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.68	0.00	0.00	0.68
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.68**	**0.68**	**0.00**	**0.00**	**0.68**

3.5 Paving - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.08	0.06	0.00		0.01	0.01		0.01	0.01	0.00	7.77	7.77	0.00	0.00	7.79
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.08**	**0.06**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**7.77**	**7.77**	**0.00**	**0.00**	**7.79**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.68	0.00	0.00	0.68
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.68**	**0.68**	**0.00**	**0.00**	**0.68**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.63					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.28	1.28	0.00	0.00	1.28
Total	**0.63**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.28**	**1.28**	**0.00**	**0.00**	**1.28**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.26
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.26**	**0.26**	**0.00**	**0.00**	**0.26**

3.6 Architectural Coating - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.63					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.28	1.28	0.00	0.00	1.28
Total	**0.63**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.28**	**1.28**	**0.00**	**0.00**	**1.28**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.26
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.26**	**0.26**	**0.00**	**0.00**	**0.26**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.04	1.04	0.00	0.00	1.04
Unmitigated	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.04	1.04	0.00	0.00	1.04
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.80	0.80	0.80	2,268	2,268
Parking Structure	0.00	0.00	0.00		
Total	0.80	0.80	0.80	2,268	2,268

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
City Park	8.90	13.30	7.40	33.00	48.00	19.00
Parking Structure	8.90	13.30	7.40	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
City Park	0					0.00	0.00	0.00	0.00
Parking Structure	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
City Park	0					0.00	0.00	0.00	0.00
Parking Structure	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.26	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.06					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.26**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.06					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.26**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					3.72	0.00	0.00	3.73
Unmitigated					3.72	0.00	0.00	3.73
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
City Park	0 / 0.595741					3.72	0.00	0.00	3.73
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
Total						**3.72**	**0.00**	**0.00**	**3.73**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
City Park	0 / 0.595741					3.72	0.00	0.00	3.73
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
Total						**3.72**	**0.00**	**0.00**	**3.73**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.01	0.00	0.00	0.02
Unmitigated					0.01	0.00	0.00	0.02
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
City Park	0.04					0.01	0.00	0.00	0.02
Parking Structure	0					0.00	0.00	0.00	0.00
Total						**0.01**	**0.00**	**0.00**	**0.02**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
City Park	0.04					0.01	0.00	0.00	0.02
Parking Structure	0					0.00	0.00	0.00	0.00
Total						**0.01**	**0.00**	**0.00**	**0.02**

9.0 Vegetation

Alt 1 - Building Renovation

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Structure	137	Space
City Park	0.5	Acre

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - 2 open spaces for a total 19750 ft2 (0.5 acres); underground parking structure 137 spots

Construction Phase -

Off-road Equipment -

Demolition -

Grading - http://wiki.answers.com/Q/What_is_the_density_of_asphalt_pavement

19750 @ 8 in deep = 13167 ft3 = 373 m3 = 914 tonnes of pavement hauling

Construction Off-road Equipment Mitigation - 3x daily watering

Area Mitigation - ultra low VOC

Architectural Coating - low voc

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	5.47	43.07	27.56	0.07	8.18	1.98	10.16	3.03	1.98	5.01	0.00	7,162.50	0.00	0.39	0.00	7,170.78
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	5.47	43.07	27.56	0.07	4.62	1.98	6.60	1.26	1.98	3.24	0.00	7,162.50	0.00	0.39	0.00	7,170.78
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.43	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.01	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00		6.55		0.00		6.55
Total	**1.43**	**0.01**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**		**6.55**		**0.00**	**0.00**	**6.55**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.10	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.01	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00		6.55		0.00		6.55
Total	**1.10**	**0.01**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**		**6.55**		**0.00**	**0.00**	**6.55**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.84	0.00	5.84	2.90	0.00	2.90						0.00
Off-Road	3.34	25.34	16.76	0.03		1.22	1.22		1.22	1.22		3,253.39		0.30		3,259.69
Total	**3.34**	**25.34**	**16.76**	**0.03**	**5.84**	**1.22**	**7.06**	**2.90**	**1.22**	**4.12**		**3,253.39**		**0.30**		**3,259.69**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.84	17.69	10.31	0.04	2.22	0.75	2.97	0.13	0.75	0.88		3,811.45		0.09		3,813.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.04	0.04	0.49	0.00	0.12	0.00	0.13	0.00	0.00	0.01		97.66		0.01		97.77
Total	**1.88**	**17.73**	**10.80**	**0.04**	**2.34**	**0.75**	**3.10**	**0.13**	**0.75**	**0.89**		**3,909.11**		**0.10**		**3,911.10**

3.2 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.28	0.00	2.28	1.13	0.00	1.13						0.00
Off-Road	3.34	25.34	16.76	0.03		1.22	1.22		1.22	1.22	0.00	3,253.39		0.30		3,259.69
Total	**3.34**	**25.34**	**16.76**	**0.03**	**2.28**	**1.22**	**3.50**	**1.13**	**1.22**	**2.35**	**0.00**	**3,253.39**		**0.30**		**3,259.69**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.84	17.69	10.31	0.04	2.22	0.75	2.97	0.13	0.75	0.88		3,811.45		0.09		3,813.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.04	0.04	0.49	0.00	0.12	0.00	0.13	0.00	0.00	0.01		97.66		0.01		97.77
Total	**1.88**	**17.73**	**10.80**	**0.04**	**2.34**	**0.75**	**3.10**	**0.13**	**0.75**	**0.89**		**3,909.11**		**0.10**		**3,911.10**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.91	0.00	4.91	2.48	0.00	2.48						0.00
Off-Road	2.77	21.03	13.79	0.03		1.01	1.01		1.01	1.01		2,689.97		0.25		2,695.18
Total	**2.77**	**21.03**	**13.79**	**0.03**	**4.91**	**1.01**	**5.92**	**2.48**	**1.01**	**3.49**		**2,689.97**		**0.25**		**2,695.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.04	0.04	0.49	0.00	0.12	0.00	0.13	0.00	0.00	0.01		97.66		0.01		97.77
Total	**0.04**	**0.04**	**0.49**	**0.00**	**0.12**	**0.00**	**0.13**	**0.00**	**0.00**	**0.01**		**97.66**		**0.01**		**97.77**

3.3 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.92	0.00	1.92	0.97	0.00	0.97						0.00
Off-Road	2.77	21.03	13.79	0.03		1.01	1.01		1.01	1.01	0.00	2,689.97		0.25		2,695.18
Total	**2.77**	**21.03**	**13.79**	**0.03**	**1.92**	**1.01**	**2.93**	**0.97**	**1.01**	**1.98**	**0.00**	**2,689.97**		**0.25**		**2,695.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.04	0.04	0.49	0.00	0.12	0.00	0.13	0.00	0.00	0.01		97.66		0.01		97.77
Total	**0.04**	**0.04**	**0.49**	**0.00**	**0.12**	**0.00**	**0.13**	**0.00**	**0.00**	**0.01**		**97.66**		**0.01**		**97.77**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.43	18.67	15.34	0.03		1.17	1.17		1.17	1.17		2,561.58		0.31		2,568.03
Total	**3.43**	**18.67**	**15.34**	**0.03**		**1.17**	**1.17**		**1.17**	**1.17**		**2,561.58**		**0.31**		**2,568.03**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.11	1.17	0.74	0.00	0.08	0.04	0.12	0.01	0.04	0.05		250.72		0.01		250.83
Worker	0.13	0.12	1.42	0.00	0.35	0.01	0.37	0.01	0.01	0.03		280.77		0.01		281.08
Total	**0.24**	**1.29**	**2.16**	**0.00**	**0.43**	**0.05**	**0.49**	**0.02**	**0.05**	**0.08**		**531.49**		**0.02**		**531.91**

3.4 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.43	18.67	15.34	0.03		1.17	1.17		1.17	1.17	0.00	2,561.58		0.31		2,568.03
Total	**3.43**	**18.67**	**15.34**	**0.03**		**1.17**	**1.17**		**1.17**	**1.17**	**0.00**	**2,561.58**		**0.31**		**2,568.03**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.11	1.17	0.74	0.00	0.08	0.04	0.12	0.01	0.04	0.05		250.72		0.01		250.83
Worker	0.13	0.12	1.42	0.00	0.35	0.01	0.37	0.01	0.01	0.03		280.77		0.01		281.08
Total	**0.24**	**1.29**	**2.16**	**0.00**	**0.43**	**0.05**	**0.49**	**0.02**	**0.05**	**0.08**		**531.49**		**0.02**		**531.91**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.44	15.28	11.80	0.02		1.23	1.23		1.23	1.23		1,712.72		0.22		1,717.32
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.44**	**15.28**	**11.80**	**0.02**		**1.23**	**1.23**		**1.23**	**1.23**		**1,712.72**		**0.22**		**1,717.32**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.07	0.80	0.00	0.20	0.01	0.21	0.01	0.01	0.01		158.69		0.01		158.87
Total	**0.07**	**0.07**	**0.80**	**0.00**	**0.20**	**0.01**	**0.21**	**0.01**	**0.01**	**0.01**		**158.69**		**0.01**		**158.87**

3.5 Paving - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.44	15.28	11.80	0.02		1.23	1.23		1.23	1.23	0.00	1,712.72		0.22		1,717.32
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.44**	**15.28**	**11.80**	**0.02**		**1.23**	**1.23**		**1.23**	**1.23**	**0.00**	**1,712.72**		**0.22**		**1,717.32**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.07	0.80	0.00	0.20	0.01	0.21	0.01	0.01	0.01		158.69		0.01		158.87
Total	**0.07**	**0.07**	**0.80**	**0.00**	**0.20**	**0.01**	**0.21**	**0.01**	**0.01**	**0.01**		**158.69**		**0.01**		**158.87**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	5.08					0.00	0.00		0.00	0.00						0.00
Off-Road	0.37	2.37	1.88	0.00		0.20	0.20		0.20	0.20		281.19		0.03		281.89
Total	**5.45**	**2.37**	**1.88**	**0.00**		**0.20**	**0.20**		**0.20**	**0.20**		**281.19**		**0.03**		**281.89**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.31	0.00	0.08	0.00	0.08	0.00	0.00	0.01		61.04		0.00		61.10
Total	**0.03**	**0.03**	**0.31**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.01**		**61.04**		**0.00**		**61.10**

3.6 Architectural Coating - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	5.08					0.00	0.00		0.00	0.00						0.00
Off-Road	0.37	2.37	1.88	0.00		0.20	0.20		0.20	0.20	0.00	281.19		0.03		281.89
Total	**5.45**	**2.37**	**1.88**	**0.00**		**0.20**	**0.20**		**0.20**	**0.20**	**0.00**	**281.19**		**0.03**		**281.89**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.31	0.00	0.08	0.00	0.08	0.00	0.00	0.01		61.04		0.00		61.10
Total	**0.03**	**0.03**	**0.31**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.01**		**61.04**		**0.00**		**61.10**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.00	0.01	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00		6.55		0.00		6.55
Unmitigated	0.00	0.01	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00		6.55		0.00		6.55
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.80	0.80	0.80	2,268	2,268
Parking Structure	0.00	0.00	0.00		
Total	0.80	0.80	0.80	2,268	2,268

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
City Park	8.90	13.30	7.40	33.00	48.00	19.00
Parking Structure	8.90	13.30	7.40	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.10	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	1.43	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.35					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**1.44**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.01					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**1.10**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Alt 1 - Building Renovation

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Structure	137	Space
City Park	0.5	Acre

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - 2 open spaces for a total 19750 ft2 (0.5 acres); underground parking structure 137 spots

Construction Phase -

Off-road Equipment -

Grading - http://wiki.answers.com/Q/What_is_the_density_of_asphalt_pavement

19750 @ 8 in deep = 13167 ft3 = 373 m3 = 914 tonnes of pavement hauling

Demolition -

Construction Off-road Equipment Mitigation - 3x daily watering

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	127.28	43.07	27.56	0.07	8.18	1.98	10.16	3.03	1.98	5.01	0.00	7,162.50	0.00	0.39	0.00	7,170.78
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	127.28	43.07	27.56	0.07	4.62	1.98	6.60	1.26	1.98	3.24	0.00	7,162.50	0.00	0.39	0.00	7,170.78
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.43	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.01	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00		6.55		0.00		6.55
Total	**1.43**	**0.01**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**		**6.55**		**0.00**	**0.00**	**6.55**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.43	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.01	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00		6.55		0.00		6.55
Total	**1.43**	**0.01**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**		**6.55**		**0.00**	**0.00**	**6.55**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.84	0.00	5.84	2.90	0.00	2.90						0.00
Off-Road	3.34	25.34	16.76	0.03		1.22	1.22		1.22	1.22		3,253.39		0.30		3,259.69
Total	**3.34**	**25.34**	**16.76**	**0.03**	**5.84**	**1.22**	**7.06**	**2.90**	**1.22**	**4.12**		**3,253.39**		**0.30**		**3,259.69**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.84	17.69	10.31	0.04	2.22	0.75	2.97	0.13	0.75	0.88		3,811.45		0.09		3,813.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.04	0.04	0.49	0.00	0.12	0.00	0.13	0.00	0.00	0.01		97.66		0.01		97.77
Total	**1.88**	**17.73**	**10.80**	**0.04**	**2.34**	**0.75**	**3.10**	**0.13**	**0.75**	**0.89**		**3,909.11**		**0.10**		**3,911.10**

3.2 Site Preparation - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.28	0.00	2.28	1.13	0.00	1.13						0.00
Off-Road	3.34	25.34	16.76	0.03		1.22	1.22		1.22	1.22	0.00	3,253.39		0.30		3,259.69
Total	**3.34**	**25.34**	**16.76**	**0.03**	**2.28**	**1.22**	**3.50**	**1.13**	**1.22**	**2.35**	**0.00**	**3,253.39**		**0.30**		**3,259.69**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.84	17.69	10.31	0.04	2.22	0.75	2.97	0.13	0.75	0.88		3,811.45		0.09		3,813.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.04	0.04	0.49	0.00	0.12	0.00	0.13	0.00	0.00	0.01		97.66		0.01		97.77
Total	**1.88**	**17.73**	**10.80**	**0.04**	**2.34**	**0.75**	**3.10**	**0.13**	**0.75**	**0.89**		**3,909.11**		**0.10**		**3,911.10**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.91	0.00	4.91	2.48	0.00	2.48						0.00
Off-Road	2.77	21.03	13.79	0.03		1.01	1.01		1.01	1.01		2,689.97		0.25		2,695.18
Total	**2.77**	**21.03**	**13.79**	**0.03**	**4.91**	**1.01**	**5.92**	**2.48**	**1.01**	**3.49**		**2,689.97**		**0.25**		**2,695.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.04	0.04	0.49	0.00	0.12	0.00	0.13	0.00	0.00	0.01		97.66		0.01		97.77
Total	**0.04**	**0.04**	**0.49**	**0.00**	**0.12**	**0.00**	**0.13**	**0.00**	**0.00**	**0.01**		**97.66**		**0.01**		**97.77**

3.3 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.92	0.00	1.92	0.97	0.00	0.97						0.00
Off-Road	2.77	21.03	13.79	0.03		1.01	1.01		1.01	1.01	0.00	2,689.97		0.25		2,695.18
Total	**2.77**	**21.03**	**13.79**	**0.03**	**1.92**	**1.01**	**2.93**	**0.97**	**1.01**	**1.98**	**0.00**	**2,689.97**		**0.25**		**2,695.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.04	0.04	0.49	0.00	0.12	0.00	0.13	0.00	0.00	0.01		97.66		0.01		97.77
Total	**0.04**	**0.04**	**0.49**	**0.00**	**0.12**	**0.00**	**0.13**	**0.00**	**0.00**	**0.01**		**97.66**		**0.01**		**97.77**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.43	18.67	15.34	0.03		1.17	1.17		1.17	1.17		2,561.58		0.31		2,568.03
Total	**3.43**	**18.67**	**15.34**	**0.03**		**1.17**	**1.17**		**1.17**	**1.17**		**2,561.58**		**0.31**		**2,568.03**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.11	1.17	0.74	0.00	0.08	0.04	0.12	0.01	0.04	0.05		250.72		0.01		250.83
Worker	0.13	0.12	1.42	0.00	0.35	0.01	0.37	0.01	0.01	0.03		280.77		0.01		281.08
Total	**0.24**	**1.29**	**2.16**	**0.00**	**0.43**	**0.05**	**0.49**	**0.02**	**0.05**	**0.08**		**531.49**		**0.02**		**531.91**

3.4 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.43	18.67	15.34	0.03		1.17	1.17		1.17	1.17	0.00	2,561.58		0.31		2,568.03
Total	**3.43**	**18.67**	**15.34**	**0.03**		**1.17**	**1.17**		**1.17**	**1.17**	**0.00**	**2,561.58**		**0.31**		**2,568.03**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.11	1.17	0.74	0.00	0.08	0.04	0.12	0.01	0.04	0.05		250.72		0.01		250.83
Worker	0.13	0.12	1.42	0.00	0.35	0.01	0.37	0.01	0.01	0.03		280.77		0.01		281.08
Total	**0.24**	**1.29**	**2.16**	**0.00**	**0.43**	**0.05**	**0.49**	**0.02**	**0.05**	**0.08**		**531.49**		**0.02**		**531.91**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.44	15.28	11.80	0.02		1.23	1.23		1.23	1.23		1,712.72		0.22		1,717.32
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.44**	**15.28**	**11.80**	**0.02**		**1.23**	**1.23**		**1.23**	**1.23**		**1,712.72**		**0.22**		**1,717.32**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.07	0.80	0.00	0.20	0.01	0.21	0.01	0.01	0.01		158.69		0.01		158.87
Total	**0.07**	**0.07**	**0.80**	**0.00**	**0.20**	**0.01**	**0.21**	**0.01**	**0.01**	**0.01**		**158.69**		**0.01**		**158.87**

3.5 Paving - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.44	15.28	11.80	0.02		1.23	1.23		1.23	1.23	0.00	1,712.72		0.22		1,717.32
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.44**	**15.28**	**11.80**	**0.02**		**1.23**	**1.23**		**1.23**	**1.23**	**0.00**	**1,712.72**		**0.22**		**1,717.32**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.07	0.80	0.00	0.20	0.01	0.21	0.01	0.01	0.01		158.69		0.01		158.87
Total	**0.07**	**0.07**	**0.80**	**0.00**	**0.20**	**0.01**	**0.21**	**0.01**	**0.01**	**0.01**		**158.69**		**0.01**		**158.87**

3.6 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	126.89					0.00	0.00		0.00	0.00						0.00
Off-Road	0.37	2.37	1.88	0.00		0.20	0.20		0.20	0.20		281.19		0.03		281.89
Total	**127.26**	**2.37**	**1.88**	**0.00**		**0.20**	**0.20**		**0.20**	**0.20**		**281.19**		**0.03**		**281.89**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.31	0.00	0.08	0.00	0.08	0.00	0.00	0.01		61.04		0.00		61.10
Total	**0.03**	**0.03**	**0.31**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.01**		**61.04**		**0.00**		**61.10**

3.6 Architectural Coating - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	126.89					0.00	0.00		0.00	0.00						0.00
Off-Road	0.37	2.37	1.88	0.00		0.20	0.20		0.20	0.20	0.00	281.19		0.03		281.89
Total	**127.26**	**2.37**	**1.88**	**0.00**		**0.20**	**0.20**		**0.20**	**0.20**	**0.00**	**281.19**		**0.03**		**281.89**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.31	0.00	0.08	0.00	0.08	0.00	0.00	0.01		61.04		0.00		61.10
Total	**0.03**	**0.03**	**0.31**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.01**		**61.04**		**0.00**		**61.10**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.00	0.01	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00		6.55		0.00		6.55
Unmitigated	0.00	0.01	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00		6.55		0.00		6.55
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.80	0.80	0.80	2,268	2,268
Parking Structure	0.00	0.00	0.00		
Total	0.80	0.80	0.80	2,268	2,268

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
City Park	8.90	13.30	7.40	33.00	48.00	19.00
Parking Structure	8.90	13.30	7.40	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.43	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	1.43	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.35					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**1.44**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.35					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**1.44**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Alt 1 - rehabilition/renovation

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	319.05	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - rehab only for parker center and jail

Construction Phase - demo is 1/3 of construciton

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - no concrete saws

Trips and VMT -

Demolition -

Grading -

Architectural Coating - low voc

Construction Off-road Equipment Mitigation - 3x water daily

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.72	4.91	4.44	0.01	1.54	0.26	1.79	0.03	0.26	0.29	0.00	792.23	792.23	0.06	0.00	793.41
2017	0.26	0.67	0.80	0.00	0.05	0.04	0.09	0.00	0.04	0.04	0.00	137.51	137.51	0.01	0.00	137.69
Total	**0.98**	**5.58**	**5.24**	**0.01**	**1.59**	**0.30**	**1.88**	**0.03**	**0.30**	**0.33**	**0.00**	**929.74**	**929.74**	**0.07**	**0.00**	**931.10**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.61	3.73	4.57	0.01	1.44	0.27	1.71	0.02	0.27	0.29	0.00	792.23	792.23	0.06	0.00	793.41
2017	0.25	0.61	0.81	0.00	0.05	0.05	0.10	0.00	0.05	0.05	0.00	137.51	137.51	0.01	0.00	137.69
Total	**0.86**	**4.34**	**5.38**	**0.01**	**1.49**	**0.32**	**1.81**	**0.02**	**0.32**	**0.34**	**0.00**	**929.74**	**929.74**	**0.07**	**0.00**	**931.10**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.52	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.09	186.09	0.00	0.00	187.22
Mobile	2.19	5.36	20.99	0.05	4.59	0.27	4.86	0.07	0.26	0.33	0.00	3,871.07	3,871.07	0.15	0.00	3,874.20
Waste						0.00	0.00		0.00	0.00	60.23	0.00	60.23	3.56	0.00	134.98
Water						0.00	0.00		0.00	0.00	0.00	0.64	0.64	1.73	0.04	50.29
Total	**3.73**	**5.53**	**21.13**	**0.05**	**4.59**	**0.27**	**4.87**	**0.07**	**0.26**	**0.34**	**60.23**	**4,057.80**	**4,118.03**	**5.44**	**0.04**	**4,246.69**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.52	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.09	186.09	0.00	0.00	187.22
Mobile	2.19	5.36	20.99	0.05	4.59	0.27	4.86	0.07	0.26	0.33	0.00	3,871.07	3,871.07	0.15	0.00	3,874.20
Waste						0.00	0.00		0.00	0.00	60.23	0.00	60.23	3.56	0.00	134.98
Water						0.00	0.00		0.00	0.00	0.00	0.64	0.64	1.73	0.04	50.29
Total	**3.73**	**5.53**	**21.13**	**0.05**	**4.59**	**0.27**	**4.87**	**0.07**	**0.26**	**0.34**	**60.23**	**4,057.80**	**4,118.03**	**5.44**	**0.04**	**4,246.69**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.16	0.00	0.16	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.27	2.06	1.38	0.00		0.09	0.09		0.09	0.09	0.00	250.99	250.99	0.02	0.00	251.46
Total	**0.27**	**2.06**	**1.38**	**0.00**	**0.16**	**0.09**	**0.25**	**0.02**	**0.09**	**0.11**	**0.00**	**250.99**	**250.99**	**0.02**	**0.00**	**251.46**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.03	0.28	0.18	0.00	1.21	0.01	1.22	0.00	0.01	0.01	0.00	55.63	55.63	0.00	0.00	55.66
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.46	5.46	0.00	0.00	5.47
Total	**0.03**	**0.28**	**0.21**	**0.00**	**1.22**	**0.01**	**1.23**	**0.00**	**0.01**	**0.01**	**0.00**	**61.09**	**61.09**	**0.00**	**0.00**	**61.13**

3.2 Demolition - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.06	0.00	0.06	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.19	1.27	1.47	0.00		0.09	0.09		0.09	0.09	0.00	250.99	250.99	0.02	0.00	251.46
Total	**0.19**	**1.27**	**1.47**	**0.00**	**0.06**	**0.09**	**0.15**	**0.01**	**0.09**	**0.10**	**0.00**	**250.99**	**250.99**	**0.02**	**0.00**	**251.46**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.03	0.28	0.18	0.00	1.21	0.01	1.22	0.00	0.01	0.01	0.00	55.63	55.63	0.00	0.00	55.66
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.46	5.46	0.00	0.00	5.47
Total	**0.03**	**0.28**	**0.21**	**0.00**	**1.22**	**0.01**	**1.23**	**0.00**	**0.01**	**0.01**	**0.00**	**61.09**	**61.09**	**0.00**	**0.00**	**61.13**

3.3 Bldg Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.30	1.91	1.89	0.00		0.13	0.13		0.13	0.13	0.00	265.84	265.84	0.02	0.00	266.36
Total	**0.30**	**1.91**	**1.89**	**0.00**		**0.13**	**0.13**		**0.13**	**0.13**	**0.00**	**265.84**	**265.84**	**0.02**	**0.00**	**266.36**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.06	0.60	0.43	0.00	0.04	0.02	0.06	0.00	0.02	0.02	0.00	117.90	117.90	0.00	0.00	117.95
Worker	0.05	0.05	0.54	0.00	0.13	0.01	0.13	0.01	0.01	0.01	0.00	96.40	96.40	0.01	0.00	96.51
Total	**0.11**	**0.65**	**0.97**	**0.00**	**0.17**	**0.03**	**0.19**	**0.01**	**0.03**	**0.03**	**0.00**	**214.30**	**214.30**	**0.01**	**0.00**	**214.46**

3.3 Bldg Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.27	1.52	1.92	0.00		0.14	0.14		0.14	0.14	0.00	265.84	265.84	0.02	0.00	266.36
Total	**0.27**	**1.52**	**1.92**	**0.00**		**0.14**	**0.14**		**0.14**	**0.14**	**0.00**	**265.84**	**265.84**	**0.02**	**0.00**	**266.36**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.06	0.60	0.43	0.00	0.04	0.02	0.06	0.00	0.02	0.02	0.00	117.90	117.90	0.00	0.00	117.95
Worker	0.05	0.05	0.54	0.00	0.13	0.01	0.13	0.01	0.01	0.01	0.00	96.40	96.40	0.01	0.00	96.51
Total	**0.11**	**0.65**	**0.97**	**0.00**	**0.17**	**0.03**	**0.19**	**0.01**	**0.03**	**0.03**	**0.00**	**214.30**	**214.30**	**0.01**	**0.00**	**214.46**

3.3 Bldg Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.08	0.48	0.52	0.00		0.03	0.03		0.03	0.03	0.00	73.85	73.85	0.01	0.00	73.98
Total	**0.08**	**0.48**	**0.52**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**73.85**	**73.85**	**0.01**	**0.00**	**73.98**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.02	0.16	0.11	0.00	0.01	0.01	0.02	0.00	0.01	0.01	0.00	32.81	32.81	0.00	0.00	32.83
Worker	0.01	0.01	0.14	0.00	0.04	0.00	0.04	0.00	0.00	0.00	0.00	26.24	26.24	0.00	0.00	26.27
Total	**0.03**	**0.17**	**0.25**	**0.00**	**0.05**	**0.01**	**0.06**	**0.00**	**0.01**	**0.01**	**0.00**	**59.05**	**59.05**	**0.00**	**0.00**	**59.10**

3.3 Bldg Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.07	0.42	0.53	0.00		0.04	0.04		0.04	0.04	0.00	73.85	73.85	0.01	0.00	73.98
Total	**0.07**	**0.42**	**0.53**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**73.85**	**73.85**	**0.01**	**0.00**	**73.98**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.02	0.16	0.11	0.00	0.01	0.01	0.02	0.00	0.01	0.01	0.00	32.81	32.81	0.00	0.00	32.83
Worker	0.01	0.01	0.14	0.00	0.04	0.00	0.04	0.00	0.00	0.00	0.00	26.24	26.24	0.00	0.00	26.27
Total	**0.03**	**0.17**	**0.25**	**0.00**	**0.05**	**0.01**	**0.06**	**0.00**	**0.01**	**0.01**	**0.00**	**59.05**	**59.05**	**0.00**	**0.00**	**59.10**

3.4 Arch Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.15					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**0.15**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.06	2.06	0.00	0.00	2.06
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.06**	**2.06**	**0.00**	**0.00**	**2.06**

3.4 Arch Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.15					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**0.15**	**0.01**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.06	2.06	0.00	0.00	2.06
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.06**	**2.06**	**0.00**	**0.00**	**2.06**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.19	5.36	20.99	0.05	4.59	0.27	4.86	0.07	0.26	0.33	0.00	3,871.07	3,871.07	0.15	0.00	3,874.20
Unmitigated	2.19	5.36	20.99	0.05	4.59	0.27	4.86	0.07	0.26	0.33	0.00	3,871.07	3,871.07	0.15	0.00	3,874.20
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	3,512.74	756.15	312.67	8,500,394	8,500,394
Total	3,512.74	756.15	312.67	8,500,394	8,500,394

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.09	186.09	0.00	0.00	187.22
NaturalGas Unmitigated	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.09	186.09	0.00	0.00	187.22
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	3.48719e+006	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.09	186.09	0.00	0.00	187.22
Total		**0.02**	**0.17**	**0.14**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**186.09**	**186.09**	**0.00**	**0.00**	**187.22**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	3.48719e+006	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.09	186.09	0.00	0.00	187.22
Total		**0.02**	**0.17**	**0.14**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**186.09**	**186.09**	**0.00**	**0.00**	**187.22**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	4.63577e+006					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	4.63577e+006					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.52	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	1.52	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.37					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.15					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.52**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.37					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.15					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.52**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.64	1.73	0.04	50.29
Unmitigated					0.64	1.73	0.04	50.29
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	56.706 / 34.7553					0.64	1.73	0.04	50.29
Total						**0.64**	**1.73**	**0.04**	**50.29**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	56.706 / 34.7553					0.64	1.73	0.04	50.29
Total						**0.64**	**1.73**	**0.04**	**50.29**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					60.23	3.56	0.00	134.98
Unmitigated					60.23	3.56	0.00	134.98
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	296.72					60.23	3.56	0.00	134.98
Total						**60.23**	**3.56**	**0.00**	**134.98**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	296.72					60.23	3.56	0.00	134.98
Total						**60.23**	**3.56**	**0.00**	**134.98**

9.0 Vegetation

Parker Center - Alt 1 Operations

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government (Civic Center)	237.5	1000sqft
Day-Care Center	2.5	1000sqft
Strip Mall	10	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - see traffic study

Vehicle Trips - traffic study rates - mitigation

Water Mitigation -

Waste Mitigation - -20% recycling

Energy Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	1.02	6.96	4.99	0.01	0.31	0.43	0.74	0.09	0.43	0.52	0.00	744.82	744.82	0.08	0.00	746.53
2012	3.03	0.85	0.61	0.00	0.02	0.06	0.08	0.00	0.06	0.06	0.00	88.40	88.40	0.01	0.00	88.63
Total	**4.05**	**7.81**	**5.60**	**0.01**	**0.33**	**0.49**	**0.82**	**0.09**	**0.49**	**0.58**	**0.00**	**833.22**	**833.22**	**0.09**	**0.00**	**835.16**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	1.02	6.96	4.99	0.01	0.16	0.43	0.59	0.09	0.43	0.52	0.00	744.82	744.82	0.08	0.00	746.53
2012	3.03	0.85	0.61	0.00	0.00	0.06	0.06	0.00	0.06	0.06	0.00	88.40	88.40	0.01	0.00	88.63
Total	**4.05**	**7.81**	**5.60**	**0.01**	**0.16**	**0.49**	**0.65**	**0.09**	**0.49**	**0.58**	**0.00**	**833.22**	**833.22**	**0.09**	**0.00**	**835.16**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.19	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	2,174.16	2,174.16	0.05	0.02	2,181.62
Mobile	3.34	7.84	32.93	0.04	3.87	0.28	4.15	0.15	0.28	0.43	0.00	3,826.69	3,826.69	0.23	0.00	3,831.52
Waste						0.00	0.00		0.00	0.00	277.59	0.00	277.59	16.41	0.00	622.10
Water						0.00	0.00		0.00	0.00	0.00	536.92	536.92	1.48	0.04	580.72
Total	**4.54**	**7.97**	**33.04**	**0.04**	**3.87**	**0.28**	**4.16**	**0.15**	**0.28**	**0.44**	**277.59**	**6,537.77**	**6,815.36**	**18.17**	**0.06**	**7,215.96**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.19	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	2,174.16	2,174.16	0.05	0.02	2,181.62
Mobile	3.34	7.84	32.93	0.04	3.87	0.28	4.15	0.15	0.28	0.43	0.00	3,826.69	3,826.69	0.23	0.00	3,831.52
Waste						0.00	0.00		0.00	0.00	208.19	0.00	208.19	12.30	0.00	466.57
Water						0.00	0.00		0.00	0.00	0.00	493.43	493.43	1.30	0.04	531.89
Total	**4.54**	**7.97**	**33.04**	**0.04**	**3.87**	**0.28**	**4.16**	**0.15**	**0.28**	**0.44**	**208.19**	**6,494.28**	**6,702.47**	**13.88**	**0.06**	**7,011.60**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.80	0.46	0.00		0.04	0.04		0.04	0.04	0.00	68.12	68.12	0.01	0.00	68.29
Total	**0.10**	**0.80**	**0.46**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**68.12**	**68.12**	**0.01**	**0.00**	**68.29**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	1.72	0.00	0.00	1.73
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.72**	**1.72**	**0.00**	**0.00**	**1.73**

3.2 Demolition - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.80	0.46	0.00		0.04	0.04		0.04	0.04	0.00	68.12	68.12	0.01	0.00	68.29
Total	**0.10**	**0.80**	**0.46**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**68.12**	**68.12**	**0.01**	**0.00**	**68.29**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	1.72	0.00	0.00	1.73
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.72**	**1.72**	**0.00**	**0.00**	**1.73**

3.3 Site Preparation - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.09	0.00	0.09	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.45	0.25	0.00		0.02	0.02		0.02	0.02	0.00	36.27	36.27	0.00	0.00	36.36
Total	**0.05**	**0.45**	**0.25**	**0.00**	**0.09**	**0.02**	**0.11**	**0.05**	**0.02**	**0.07**	**0.00**	**36.27**	**36.27**	**0.00**	**0.00**	**36.36**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.03	1.03	0.00	0.00	1.04
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.03**	**1.03**	**0.00**	**0.00**	**1.04**

3.3 Site Preparation - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.09	0.00	0.09	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.45	0.25	0.00		0.02	0.02		0.02	0.02	0.00	36.27	36.27	0.00	0.00	36.36
Total	**0.05**	**0.45**	**0.25**	**0.00**	**0.09**	**0.02**	**0.11**	**0.05**	**0.02**	**0.07**	**0.00**	**36.27**	**36.27**	**0.00**	**0.00**	**36.36**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.03	1.03	0.00	0.00	1.04
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.03**	**1.03**	**0.00**	**0.00**	**1.04**

3.4 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.07	0.00	0.07	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.07	0.55	0.33	0.00		0.03	0.03		0.03	0.03	0.00	47.52	47.52	0.01	0.00	47.65
Total	**0.07**	**0.55**	**0.33**	**0.00**	**0.07**	**0.03**	**0.10**	**0.03**	**0.03**	**0.06**	**0.00**	**47.52**	**47.52**	**0.01**	**0.00**	**47.65**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	1.72	0.00	0.00	1.73
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.72**	**1.72**	**0.00**	**0.00**	**1.73**

3.4 Grading - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.07	0.00	0.07	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.07	0.55	0.33	0.00		0.03	0.03		0.03	0.03	0.00	47.52	47.52	0.01	0.00	47.65
Total	**0.07**	**0.55**	**0.33**	**0.00**	**0.07**	**0.03**	**0.10**	**0.03**	**0.03**	**0.06**	**0.00**	**47.52**	**47.52**	**0.01**	**0.00**	**47.65**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	1.72	0.00	0.00	1.73
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.72**	**1.72**	**0.00**	**0.00**	**1.73**

3.5 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.64	4.22	2.52	0.00		0.29	0.29		0.29	0.29	0.00	384.78	384.78	0.05	0.00	385.88
Total	**0.64**	**4.22**	**2.52**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**	**0.00**	**384.78**	**384.78**	**0.05**	**0.00**	**385.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.09	0.87	0.64	0.00	0.04	0.03	0.07	0.00	0.03	0.04	0.00	107.11	107.11	0.00	0.00	107.20
Worker	0.07	0.07	0.75	0.00	0.12	0.00	0.12	0.00	0.00	0.01	0.00	96.53	96.53	0.01	0.00	96.67
Total	**0.16**	**0.94**	**1.39**	**0.00**	**0.16**	**0.03**	**0.19**	**0.00**	**0.03**	**0.05**	**0.00**	**203.64**	**203.64**	**0.01**	**0.00**	**203.87**

3.5 Building Construction - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.64	4.22	2.52	0.00		0.29	0.29		0.29	0.29	0.00	384.78	384.78	0.05	0.00	385.88
Total	**0.64**	**4.22**	**2.52**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**	**0.00**	**384.78**	**384.78**	**0.05**	**0.00**	**385.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.09	0.87	0.64	0.00	0.00	0.03	0.04	0.00	0.03	0.04	0.00	107.11	107.11	0.00	0.00	107.20
Worker	0.07	0.07	0.75	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	96.53	96.53	0.01	0.00	96.67
Total	**0.16**	**0.94**	**1.39**	**0.00**	**0.00**	**0.03**	**0.05**	**0.00**	**0.03**	**0.05**	**0.00**	**203.64**	**203.64**	**0.01**	**0.00**	**203.87**

3.5 Building Construction - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.37	0.24	0.00		0.03	0.03		0.03	0.03	0.00	36.65	36.65	0.00	0.00	36.74
Total	**0.06**	**0.37**	**0.24**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**36.65**	**36.65**	**0.00**	**0.00**	**36.74**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.08	0.05	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	10.23	10.23	0.00	0.00	10.24
Worker	0.01	0.01	0.07	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	9.02	9.02	0.00	0.00	9.03
Total	**0.02**	**0.09**	**0.12**	**0.00**	**0.01**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**19.25**	**19.25**	**0.00**	**0.00**	**19.27**

3.5 Building Construction - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.37	0.24	0.00		0.03	0.03		0.03	0.03	0.00	36.65	36.65	0.00	0.00	36.74
Total	**0.06**	**0.37**	**0.24**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**36.65**	**36.65**	**0.00**	**0.00**	**36.74**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.08	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.23	10.23	0.00	0.00	10.24
Worker	0.01	0.01	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.02	9.02	0.00	0.00	9.03
Total	**0.02**	**0.09**	**0.12**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**19.25**	**19.25**	**0.00**	**0.00**	**19.27**

3.6 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.36	0.21	0.00		0.03	0.03		0.03	0.03	0.00	26.46	26.46	0.00	0.00	26.56
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.06**	**0.36**	**0.21**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**26.46**	**26.46**	**0.00**	**0.00**	**26.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.69	1.69	0.00	0.00	1.69
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.69**	**1.69**	**0.00**	**0.00**	**1.69**

3.6 Paving - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.36	0.21	0.00		0.03	0.03		0.03	0.03	0.00	26.46	26.46	0.00	0.00	26.56
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.06**	**0.36**	**0.21**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**26.46**	**26.46**	**0.00**	**0.00**	**26.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.69	1.69	0.00	0.00	1.69
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.69**	**1.69**	**0.00**	**0.00**	**1.69**

3.7 Architectural Coating - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.89					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**2.90**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.80	1.80	0.00	0.00	1.81
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.80**	**1.80**	**0.00**	**0.00**	**1.81**

3.7 Architectural Coating - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.89					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**2.90**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.80	1.80	0.00	0.00	1.81
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.80**	**1.80**	**0.00**	**0.00**	**1.81**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.34	7.84	32.93	0.04	3.87	0.28	4.15	0.15	0.28	0.43	0.00	3,826.69	3,826.69	0.23	0.00	3,831.52
Unmitigated	3.34	7.84	32.93	0.04	3.87	0.28	4.15	0.15	0.28	0.43	0.00	3,826.69	3,826.69	0.23	0.00	3,831.52
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Day-Care Center	20.00	0.00	0.00	27,579	27,579
Government (Civic Center)	4,631.25	0.00	0.00	6,855,595	6,855,595
Strip Mall	129.00	129.00	129.00	296,374	296,374
Total	4,780.25	129.00	129.00	7,179,548	7,179,548

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Day-Care Center	8.90	13.30	7.40	12.70	82.30	5.00
Government (Civic Center)	8.90	13.30	7.40	75.00	20.00	5.00

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Strip Mall	8.90	13.30	7.40	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	2,033.28	2,033.28	0.05	0.02	2,039.87
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	2,033.28	2,033.28	0.05	0.02	2,039.87
NaturalGas Mitigated	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	140.89	140.89	0.00	0.00	141.74
NaturalGas Unmitigated	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	140.89	140.89	0.00	0.00	141.74
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Day-Care Center	27225	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.45	1.45	0.00	0.00	1.46
Government (Civic Center)	2.59588e+006	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	138.53	138.53	0.00	0.00	139.37
Strip Mall	17000	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.91	0.91	0.00	0.00	0.91
Total		**0.01**	**0.13**	**0.11**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**140.89**	**140.89**	**0.00**	**0.00**	**141.74**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Day-Care Center	27225	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.45	1.45	0.00	0.00	1.46
Government (Civic Center)	2.59588e+006	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	138.53	138.53	0.00	0.00	139.37
Strip Mall	17000	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.91	0.91	0.00	0.00	0.91
Total		**0.01**	**0.13**	**0.11**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**140.89**	**140.89**	**0.00**	**0.00**	**141.74**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Day-Care Center	16750					9.41	0.00	0.00	9.44
Government (Civic Center)	3.45088e+006					1,938.64	0.05	0.02	1,944.93
Strip Mall	151700					85.22	0.00	0.00	85.50
Total						**2,033.27**	**0.05**	**0.02**	**2,039.87**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Day-Care Center	16750					9.41	0.00	0.00	9.44
Government (Civic Center)	3.45088e+006					1,938.64	0.05	0.02	1,944.93
Strip Mall	151700					85.22	0.00	0.00	85.50
Total						**2,033.27**	**0.05**	**0.02**	**2,039.87**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.19	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	1.19	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.29					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.90					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.19**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.29					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.90					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.19**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					493.43	1.30	0.04	531.89
Unmitigated					536.92	1.48	0.04	580.72
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Day-Care Center	0.107224 / 0.275719					2.51	0.00	0.00	2.61
Government (Civic Center)	47.1817 / 28.9178					526.15	1.45	0.04	569.17
Strip Mall	0.740725 / 0.453993					8.26	0.02	0.00	8.94
Total						**536.92**	**1.47**	**0.04**	**580.72**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Day-Care Center	0.093971 / 0.275719					2.41	0.00	0.00	2.50
Govemment (Civic Center)	41.35 / 28.9178					483.43	1.27	0.04	521.20
Strip Mall	0.649172 / 0.453993					7.59	0.02	0.00	8.18
Total						**493.43**	**1.29**	**0.04**	**531.88**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					208.19	12.30	0.00	466.57
Unmitigated					277.59	16.41	0.00	622.10
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Day-Care Center	3.25					0.66	0.04	0.00	1.48
Government (Civic Center)	1353.75					274.80	16.24	0.00	615.84
Strip Mall	10.5					2.13	0.13	0.00	4.78
Total						**277.59**	**16.41**	**0.00**	**622.10**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Day-Care Center	2.4375					0.49	0.03	0.00	1.11
Government (Civic Center)	1015.31					206.10	12.18	0.00	461.88
Strip Mall	7.875					1.60	0.09	0.00	3.58
Total						**208.19**	**12.30**	**0.00**	**466.57**

9.0 Vegetation

Parker Center - Alt 1 Operations

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government (Civic Center)	237.5	1000sqft
Day-Care Center	2.5	1000sqft
Strip Mall	10	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - see traffic study

Vehicle Trips - traffic study rates - mitigation

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	11.13	89.88	52.11	0.08	18.34	4.62	22.96	9.94	4.62	14.56	0.00	8,238.11	0.00	1.00	0.00	8,259.16
2012	290.08	45.55	35.59	0.06	1.61	3.14	4.47	0.08	3.14	3.14	0.00	6,219.67	0.00	0.61	0.00	6,232.44
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	11.13	89.88	52.11	0.08	18.08	4.62	22.69	9.94	4.62	14.56	0.00	8,238.11	0.00	1.00	0.00	8,259.16
2012	290.08	45.55	35.59	0.06	0.08	3.14	3.14	0.08	3.14	3.14	0.00	6,219.67	0.00	0.61	0.00	6,232.44
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.54	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.08	0.71	0.60	0.00		0.00	0.05		0.00	0.05		850.96		0.02	0.02	856.14
Mobile	25.36	58.52	245.97	0.31	32.88	2.12	35.00	1.13	2.12	3.26		33,506.62		1.84		33,545.33
Total	**31.98**	**59.23**	**246.57**	**0.31**	**32.88**	**2.12**	**35.05**	**1.13**	**2.12**	**3.31**		**34,357.58**		**1.86**	**0.02**	**34,401.47**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.54	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.08	0.71	0.60	0.00		0.00	0.05		0.00	0.05		850.96		0.02	0.02	856.14
Mobile	25.36	58.52	245.97	0.31	32.88	2.12	35.00	1.13	2.12	3.26		33,506.62		1.84		33,545.33
Total	**31.98**	**59.23**	**246.57**	**0.31**	**32.88**	**2.12**	**35.05**	**1.13**	**2.12**	**3.31**		**34,357.58**		**1.86**	**0.02**	**34,401.47**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	9.84	79.87	45.95	0.07		4.10	4.10		4.10	4.10		7,510.82		0.88		7,529.33
Total	**9.84**	**79.87**	**45.95**	**0.07**		**4.10**	**4.10**		**4.10**	**4.10**		**7,510.82**		**0.88**		**7,529.33**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.12	1.38	0.00	0.23	0.01	0.24	0.01	0.01	0.02		200.34		0.01		200.62
Total	**0.12**	**0.12**	**1.38**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**200.34**		**0.01**		**200.62**

3.2 Demolition - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	9.84	79.87	45.95	0.07		4.10	4.10		4.10	4.10	0.00	7,510.82		0.88		7,529.33
Total	**9.84**	**79.87**	**45.95**	**0.07**		**4.10**	**4.10**		**4.10**	**4.10**	**0.00**	**7,510.82**		**0.88**		**7,529.33**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.12	1.38	0.00	0.01	0.01	0.02	0.01	0.01	0.02		200.34		0.01		200.62
Total	**0.12**	**0.12**	**1.38**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**200.34**		**0.01**		**200.62**

3.3 Site Preparation - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.07	0.00	18.07	9.93	0.00	9.93						0.00
Off-Road	10.99	89.73	50.45	0.07		4.61	4.61		4.61	4.61		7,997.70		0.99		8,018.42
Total	**10.99**	**89.73**	**50.45**	**0.07**	**18.07**	**4.61**	**22.68**	**9.93**	**4.61**	**14.54**		**7,997.70**		**0.99**		**8,018.42**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.14	0.14	1.66	0.00	0.28	0.01	0.29	0.01	0.01	0.02		240.41		0.02		240.74
Total	**0.14**	**0.14**	**1.66**	**0.00**	**0.28**	**0.01**	**0.29**	**0.01**	**0.01**	**0.02**		**240.41**		**0.02**		**240.74**

3.3 Site Preparation - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.07	0.00	18.07	9.93	0.00	9.93						0.00
Off-Road	10.99	89.73	50.45	0.07		4.61	4.61		4.61	4.61	0.00	7,997.70		0.99		8,018.42
Total	**10.99**	**89.73**	**50.45**	**0.07**	**18.07**	**4.61**	**22.68**	**9.93**	**4.61**	**14.54**	**0.00**	**7,997.70**		**0.99**		**8,018.42**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.14	0.14	1.66	0.00	0.01	0.01	0.02	0.01	0.01	0.02		240.41		0.02		240.74
Total	**0.14**	**0.14**	**1.66**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**240.41**		**0.02**		**240.74**

3.4 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.55	0.00	6.55	3.31	0.00	3.31						0.00
Off-Road	7.18	55.38	32.83	0.05		3.27	3.27		3.27	3.27		5,240.07		0.64		5,253.60
Total	**7.18**	**55.38**	**32.83**	**0.05**	**6.55**	**3.27**	**9.82**	**3.31**	**3.27**	**6.58**		**5,240.07**		**0.64**		**5,253.60**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.12	1.38	0.00	0.23	0.01	0.24	0.01	0.01	0.02		200.34		0.01		200.62
Total	**0.12**	**0.12**	**1.38**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**200.34**		**0.01**		**200.62**

3.4 Grading - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.55	0.00	6.55	3.31	0.00	3.31						0.00
Off-Road	7.18	55.38	32.83	0.05		3.27	3.27		3.27	3.27	0.00	5,240.07		0.64		5,253.60
Total	**7.18**	**55.38**	**32.83**	**0.05**	**6.55**	**3.27**	**9.82**	**3.31**	**3.27**	**6.58**	**0.00**	**5,240.07**		**0.64**		**5,253.60**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.12	1.38	0.00	0.01	0.01	0.02	0.01	0.01	0.02		200.34		0.01		200.62
Total	**0.12**	**0.12**	**1.38**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**200.34**		**0.01**		**200.62**

3.5 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.11	40.22	24.03	0.04		2.80	2.80		2.80	2.80		4,040.62		0.55		4,052.11
Total	**6.11**	**40.22**	**24.03**	**0.04**		**2.80**	**2.80**		**2.80**	**2.80**		**4,040.62**		**0.55**		**4,052.11**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.81	8.28	5.67	0.01	0.38	0.31	0.69	0.03	0.31	0.34		1,127.60		0.04		1,128.45
Worker	0.64	0.64	7.38	0.01	1.23	0.04	1.27	0.05	0.04	0.09		1,068.48		0.07		1,069.98
Total	**1.45**	**8.92**	**13.05**	**0.02**	**1.61**	**0.35**	**1.96**	**0.08**	**0.35**	**0.43**		**2,196.08**		**0.11**		**2,198.43**

3.5 Building Construction - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.11	40.22	24.03	0.04		2.80	2.80		2.80	2.80	0.00	4,040.62		0.55		4,052.11
Total	**6.11**	**40.22**	**24.03**	**0.04**		**2.80**	**2.80**		**2.80**	**2.80**	**0.00**	**4,040.62**		**0.55**		**4,052.11**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.81	8.28	5.67	0.01	0.03	0.31	0.34	0.03	0.31	0.34		1,127.60		0.04		1,128.45
Worker	0.64	0.64	7.38	0.01	0.05	0.04	0.09	0.05	0.04	0.09		1,068.48		0.07		1,069.98
Total	**1.45**	**8.92**	**13.05**	**0.02**	**0.08**	**0.35**	**0.43**	**0.08**	**0.35**	**0.43**		**2,196.08**		**0.11**		**2,198.43**

3.5 Building Construction - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.63	37.37	23.73	0.04		2.54	2.54		2.54	2.54		4,040.62		0.51		4,051.23
Total	**5.63**	**37.37**	**23.73**	**0.04**		**2.54**	**2.54**		**2.54**	**2.54**		**4,040.62**		**0.51**		**4,051.23**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.74	7.60	5.07	0.01	0.38	0.28	0.66	0.03	0.28	0.31		1,131.07		0.04		1,131.84
Worker	0.58	0.58	6.78	0.01	1.23	0.04	1.27	0.05	0.04	0.09		1,047.99		0.07		1,049.38
Total	**1.32**	**8.18**	**11.85**	**0.02**	**1.61**	**0.32**	**1.93**	**0.08**	**0.32**	**0.40**		**2,179.06**		**0.11**		**2,181.22**

3.5 Building Construction - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.63	37.37	23.73	0.04		2.54	2.54		2.54	2.54	0.00	4,040.62		0.51		4,051.23
Total	**5.63**	**37.37**	**23.73**	**0.04**		**2.54**	**2.54**		**2.54**	**2.54**	**0.00**	**4,040.62**		**0.51**		**4,051.23**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.74	7.60	5.07	0.01	0.03	0.28	0.31	0.03	0.28	0.31		1,131.07		0.04		1,131.84
Worker	0.58	0.58	6.78	0.01	0.05	0.04	0.09	0.05	0.04	0.09		1,047.99		0.07		1,049.38
Total	**1.32**	**8.18**	**11.85**	**0.02**	**0.08**	**0.32**	**0.40**	**0.08**	**0.32**	**0.40**		**2,179.06**		**0.11**		**2,181.22**

3.6 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.86	35.62	21.08	0.03		3.13	3.13		3.13	3.13		2,917.64		0.53		2,928.70
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**5.86**	**35.62**	**21.08**	**0.03**		**3.13**	**3.13**		**3.13**	**3.13**		**2,917.64**		**0.53**		**2,928.70**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.11	1.27	0.00	0.23	0.01	0.24	0.01	0.01	0.02		196.50		0.01		196.76
Total	**0.11**	**0.11**	**1.27**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**196.50**		**0.01**		**196.76**

3.6 Paving - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.86	35.62	21.08	0.03		3.13	3.13		3.13	3.13	0.00	2,917.64		0.53		2,928.70
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**5.86**	**35.62**	**21.08**	**0.03**		**3.13**	**3.13**		**3.13**	**3.13**	**0.00**	**2,917.64**		**0.53**		**2,928.70**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.11	1.27	0.00	0.01	0.01	0.02	0.01	0.01	0.02		196.50		0.01		196.76
Total	**0.11**	**0.11**	**1.27**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**196.50**		**0.01**		**196.76**

3.7 Architectural Coating - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	289.44					0.00	0.00		0.00	0.00						0.00
Off-Road	0.52	3.16	1.96	0.00		0.29	0.29		0.29	0.29		281.19		0.05		282.18
Total	**289.96**	**3.16**	**1.96**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**		**281.19**		**0.05**		**282.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.12	1.36	0.00	0.25	0.01	0.25	0.01	0.01	0.02		209.60		0.01		209.88
Total	**0.12**	**0.12**	**1.36**	**0.00**	**0.25**	**0.01**	**0.25**	**0.01**	**0.01**	**0.02**		**209.60**		**0.01**		**209.88**

3.7 Architectural Coating - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	289.44					0.00	0.00		0.00	0.00						0.00
Off-Road	0.52	3.16	1.96	0.00		0.29	0.29		0.29	0.29	0.00	281.19		0.05		282.18
Total	**289.96**	**3.16**	**1.96**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**	**0.00**	**281.19**		**0.05**		**282.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.12	1.36	0.00	0.01	0.01	0.02	0.01	0.01	0.02		209.60		0.01		209.88
Total	**0.12**	**0.12**	**1.36**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**209.60**		**0.01**		**209.88**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	25.36	58.52	245.97	0.31	32.88	2.12	35.00	1.13	2.12	3.26		33,506.62		1.84		33,545.33
Unmitigated	25.36	58.52	245.97	0.31	32.88	2.12	35.00	1.13	2.12	3.26		33,506.62		1.84		33,545.33
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Day-Care Center	20.00	0.00	0.00	27,579	27,579
Government (Civic Center)	4,631.25	0.00	0.00	6,855,595	6,855,595
Strip Mall	129.00	129.00	129.00	296,374	296,374
Total	4,780.25	129.00	129.00	7,179,548	7,179,548

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Day-Care Center	8.90	13.30	7.40	12.70	82.30	5.00
Government (Civic Center)	8.90	13.30	7.40	75.00	20.00	5.00

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Strip Mall	8.90	13.30	7.40	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.08	0.71	0.60	0.00		0.00	0.05		0.00	0.05		850.96		0.02	0.02	856.14
NaturalGas Unmitigated	0.08	0.71	0.60	0.00		0.00	0.05		0.00	0.05		850.96		0.02	0.02	856.14
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Day-Care Center	74.589	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		8.78		0.00	0.00	8.83
Government (Civic Center)	7111.99	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		836.70		0.02	0.02	841.80
Strip Mall	46.5753	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		5.48		0.00	0.00	5.51
Total		**0.08**	**0.71**	**0.60**	**0.00**		**0.00**	**0.05**		**0.00**	**0.05**		**850.96**		**0.02**	**0.02**	**856.14**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Day-Care Center	0.074589	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		8.78		0.00	0.00	8.83
Government (Civic Center)	7.11199	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		836.70		0.02	0.02	841.80
Strip Mall	0.0465753	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		5.48		0.00	0.00	5.51
Total		**0.08**	**0.71**	**0.60**	**0.00**		**0.00**	**0.05**		**0.00**	**0.05**		**850.96**		**0.02**	**0.02**	**856.14**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.54	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	6.54	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.59					0.00	0.00		0.00	0.00						0.00
Consumer Products	4.95					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**6.54**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.59					0.00	0.00		0.00	0.00						0.00
Consumer Products	4.95					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**6.54**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Parker Center - Alt 2 everything

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	239.75	1000sqft
Parking Structure	296	Space

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - 239745 ft2 new building w 4 level parking structure underneath 296 spots

Construction Phase - 8 months demo

Off-road Equipment - 4 crawler tractors (2 hydraulic breaker 2 shears), air compressors

Trips and VMT - export and demo haul trips combined

Demolition - demolition of 58800 jail

Grading -

Construction Off-road Equipment Mitigation - 3x daily watering

Architectural Coating -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	1.39	9.61	7.47	0.01	0.69	0.57	1.26	0.04	0.57	0.62	0.00	1,224.07	1,224.07	0.11	0.00	1,226.44
2017	4.59	2.83	3.00	0.01	0.18	0.16	0.34	0.01	0.16	0.17	0.00	549.16	549.16	0.04	0.00	549.91
Total	**5.98**	**12.44**	**10.47**	**0.02**	**0.87**	**0.73**	**1.60**	**0.05**	**0.73**	**0.79**	**0.00**	**1,773.23**	**1,773.23**	**0.15**	**0.00**	**1,776.35**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	1.39	9.61	7.47	0.01	0.63	0.57	1.20	0.02	0.57	0.59	0.00	1,224.07	1,224.07	0.11	0.00	1,226.44
2017	4.59	2.83	3.00	0.01	0.18	0.16	0.34	0.01	0.16	0.17	0.00	549.16	549.16	0.04	0.00	549.91
Total	**5.98**	**12.44**	**10.47**	**0.02**	**0.81**	**0.73**	**1.54**	**0.03**	**0.73**	**0.76**	**0.00**	**1,773.23**	**1,773.23**	**0.15**	**0.00**	**1,776.35**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	2,096.80	2,096.80	0.05	0.02	2,104.01
Mobile	1.65	4.03	15.77	0.04	3.45	0.20	3.65	0.05	0.19	0.25	0.00	2,908.92	2,908.92	0.11	0.00	2,911.27
Waste						0.00	0.00		0.00	0.00	45.26	0.00	45.26	2.67	0.00	101.43
Water						0.00	0.00		0.00	0.00	0.00	475.19	475.19	1.31	0.04	514.04
Total	**3.37**	**4.16**	**15.88**	**0.04**	**3.45**	**0.20**	**3.66**	**0.05**	**0.19**	**0.26**	**45.26**	**5,480.91**	**5,526.17**	**4.14**	**0.06**	**5,630.75**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	2,096.80	2,096.80	0.05	0.02	2,104.01
Mobile	1.65	4.03	15.77	0.04	3.45	0.20	3.65	0.05	0.19	0.25	0.00	2,908.92	2,908.92	0.11	0.00	2,911.27
Waste						0.00	0.00		0.00	0.00	45.26	0.00	45.26	2.67	0.00	101.43
Water						0.00	0.00		0.00	0.00	0.00	475.19	475.19	1.31	0.04	514.04
Total	**3.37**	**4.16**	**15.88**	**0.04**	**3.45**	**0.20**	**3.66**	**0.05**	**0.19**	**0.26**	**45.26**	**5,480.91**	**5,526.17**	**4.14**	**0.06**	**5,630.75**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	1.13	7.94	5.72	0.01		0.48	0.48		0.48	0.48	0.00	906.90	906.90	0.09	0.00	908.83
Total	**1.13**	**7.94**	**5.72**	**0.01**	**0.03**	**0.48**	**0.51**	**0.00**	**0.48**	**0.48**	**0.00**	**906.90**	**906.90**	**0.09**	**0.00**	**908.83**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.05	0.03	0.00	0.47	0.00	0.47	0.00	0.00	0.00	0.00	10.24	10.24	0.00	0.00	10.24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.02	0.02	0.18	0.00	0.04	0.00	0.04	0.00	0.00	0.00	0.00	31.24	31.24	0.00	0.00	31.28
Total	**0.03**	**0.07**	**0.21**	**0.00**	**0.51**	**0.00**	**0.51**	**0.00**	**0.00**	**0.00**	**0.00**	**41.48**	**41.48**	**0.00**	**0.00**	**41.52**

3.2 Demolition - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	1.13	7.94	5.72	0.01		0.48	0.48		0.48	0.48	0.00	906.90	906.90	0.09	0.00	908.83
Total	**1.13**	**7.94**	**5.72**	**0.01**	**0.01**	**0.48**	**0.49**	**0.00**	**0.48**	**0.48**	**0.00**	**906.90**	**906.90**	**0.09**	**0.00**	**908.83**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.01	0.05	0.03	0.00	0.47	0.00	0.47	0.00	0.00	0.00	0.00	10.24	10.24	0.00	0.00	10.24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.02	0.02	0.18	0.00	0.04	0.00	0.04	0.00	0.00	0.00	0.00	31.24	31.24	0.00	0.00	31.28
Total	**0.03**	**0.07**	**0.21**	**0.00**	**0.51**	**0.00**	**0.51**	**0.00**	**0.00**	**0.00**	**0.00**	**41.48**	**41.48**	**0.00**	**0.00**	**41.52**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.07	0.00	0.07	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.38	0.29	0.00		0.02	0.02		0.02	0.02	0.00	47.52	47.52	0.00	0.00	47.61
Total	**0.05**	**0.38**	**0.29**	**0.00**	**0.07**	**0.02**	**0.09**	**0.03**	**0.02**	**0.05**	**0.00**	**47.52**	**47.52**	**0.00**	**0.00**	**47.61**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.58	1.58	0.00	0.00	1.58
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.58**	**1.58**	**0.00**	**0.00**	**1.58**

3.3 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.38	0.29	0.00		0.02	0.02		0.02	0.02	0.00	47.52	47.52	0.00	0.00	47.61
Total	**0.05**	**0.38**	**0.29**	**0.00**	**0.03**	**0.02**	**0.05**	**0.01**	**0.02**	**0.03**	**0.00**	**47.52**	**47.52**	**0.00**	**0.00**	**47.61**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.58	1.58	0.00	0.00	1.58
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.58**	**1.58**	**0.00**	**0.00**	**1.58**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.14	0.93	0.80	0.00		0.06	0.06		0.06	0.06	0.00	128.26	128.26	0.01	0.00	128.50
Total	**0.14**	**0.93**	**0.80**	**0.00**		**0.06**	**0.06**		**0.06**	**0.06**	**0.00**	**128.26**	**128.26**	**0.01**	**0.00**	**128.50**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.03	0.27	0.19	0.00	0.02	0.01	0.03	0.00	0.01	0.01	0.00	52.02	52.02	0.00	0.00	52.05
Worker	0.02	0.02	0.26	0.00	0.06	0.00	0.06	0.00	0.00	0.01	0.00	46.31	46.31	0.00	0.00	46.36
Total	**0.05**	**0.29**	**0.45**	**0.00**	**0.08**	**0.01**	**0.09**	**0.00**	**0.01**	**0.02**	**0.00**	**98.33**	**98.33**	**0.00**	**0.00**	**98.41**

3.4 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.14	0.93	0.80	0.00		0.06	0.06		0.06	0.06	0.00	128.26	128.26	0.01	0.00	128.50
Total	**0.14**	**0.93**	**0.80**	**0.00**		**0.06**	**0.06**		**0.06**	**0.06**	**0.00**	**128.26**	**128.26**	**0.01**	**0.00**	**128.50**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.03	0.27	0.19	0.00	0.02	0.01	0.03	0.00	0.01	0.01	0.00	52.02	52.02	0.00	0.00	52.05
Worker	0.02	0.02	0.26	0.00	0.06	0.00	0.06	0.00	0.00	0.01	0.00	46.31	46.31	0.00	0.00	46.36
Total	**0.05**	**0.29**	**0.45**	**0.00**	**0.08**	**0.01**	**0.09**	**0.00**	**0.01**	**0.02**	**0.00**	**98.33**	**98.33**	**0.00**	**0.00**	**98.41**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.29	1.93	1.81	0.00		0.11	0.11		0.11	0.11	0.00	293.17	293.17	0.02	0.00	293.66
Total	**0.29**	**1.93**	**1.81**	**0.00**		**0.11**	**0.11**		**0.11**	**0.11**	**0.00**	**293.17**	**293.17**	**0.02**	**0.00**	**293.66**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.05	0.56	0.40	0.00	0.04	0.02	0.06	0.00	0.02	0.02	0.00	119.14	119.14	0.00	0.00	119.19
Worker	0.05	0.05	0.55	0.00	0.14	0.01	0.14	0.01	0.01	0.01	0.00	103.73	103.73	0.01	0.00	103.84
Total	**0.10**	**0.61**	**0.95**	**0.00**	**0.18**	**0.03**	**0.20**	**0.01**	**0.03**	**0.03**	**0.00**	**222.87**	**222.87**	**0.01**	**0.00**	**223.03**

3.4 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.29	1.93	1.81	0.00		0.11	0.11		0.11	0.11	0.00	293.17	293.17	0.02	0.00	293.66
Total	**0.29**	**1.93**	**1.81**	**0.00**		**0.11**	**0.11**		**0.11**	**0.11**	**0.00**	**293.17**	**293.17**	**0.02**	**0.00**	**293.66**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.05	0.56	0.40	0.00	0.04	0.02	0.06	0.00	0.02	0.02	0.00	119.14	119.14	0.00	0.00	119.19
Worker	0.05	0.05	0.55	0.00	0.14	0.01	0.14	0.01	0.01	0.01	0.00	103.73	103.73	0.01	0.00	103.84
Total	**0.10**	**0.61**	**0.95**	**0.00**	**0.18**	**0.03**	**0.20**	**0.01**	**0.03**	**0.03**	**0.00**	**222.87**	**222.87**	**0.01**	**0.00**	**223.03**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.26	0.20	0.00		0.02	0.02		0.02	0.02	0.00	26.46	26.46	0.00	0.00	26.53
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.04**	**0.26**	**0.20**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**26.46**	**26.46**	**0.00**	**0.00**	**26.53**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.54	1.54	0.00	0.00	1.55
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.54**	**1.54**	**0.00**	**0.00**	**1.55**

3.5 Paving - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.26	0.20	0.00		0.02	0.02		0.02	0.02	0.00	26.46	26.46	0.00	0.00	26.53
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.04**	**0.26**	**0.20**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**26.46**	**26.46**	**0.00**	**0.00**	**26.53**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.54	1.54	0.00	0.00	1.55
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.54**	**1.54**	**0.00**	**0.00**	**1.55**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.15					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**4.15**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.57	2.57	0.00	0.00	2.58
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.57**	**2.57**	**0.00**	**0.00**	**2.58**

3.6 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.15					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**4.15**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.57	2.57	0.00	0.00	2.58
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.57**	**2.57**	**0.00**	**0.00**	**2.58**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.65	4.03	15.77	0.04	3.45	0.20	3.65	0.05	0.19	0.25	0.00	2,908.92	2,908.92	0.11	0.00	2,911.27
Unmitigated	1.65	4.03	15.77	0.04	3.45	0.20	3.65	0.05	0.19	0.25	0.00	2,908.92	2,908.92	0.11	0.00	2,911.27
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	2,639.65	568.21	234.96	6,387,617	6,387,617
Parking Structure	0.00	0.00	0.00		
Total	2,639.65	568.21	234.96	6,387,617	6,387,617

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00
Parking Structure	8.90	13.30	7.40	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	1,956.97	1,956.97	0.05	0.02	1,963.32
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	1,956.97	1,956.97	0.05	0.02	1,963.32
NaturalGas Mitigated	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	139.84	139.84	0.00	0.00	140.69
NaturalGas Unmitigated	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	139.84	139.84	0.00	0.00	140.69
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	2.62041e+006	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	139.84	139.84	0.00	0.00	140.69
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.01**	**0.13**	**0.11**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**139.84**	**139.84**	**0.00**	**0.00**	**140.69**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	2.62041e+006	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01	0.00	139.84	139.84	0.00	0.00	140.69
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.01**	**0.13**	**0.11**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**139.84**	**139.84**	**0.00**	**0.00**	**140.69**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	3.48349e+006					1,956.97	0.05	0.02	1,963.32
Parking Structure	0					0.00	0.00	0.00	0.00
Total						**1,956.97**	**0.05**	**0.02**	**1,963.32**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	3.48349e+006					1,956.97	0.05	0.02	1,963.32
Parking Structure	0					0.00	0.00	0.00	0.00
Total						**1,956.97**	**0.05**	**0.02**	**1,963.32**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	1.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.41					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.29					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.70**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.41					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.29					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.70**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					475.19	1.31	0.04	514.04
Unmitigated					475.19	1.31	0.04	514.04
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	42.6117 / 26.1168					475.19	1.31	0.04	514.04
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
Total						**475.19**	**1.31**	**0.04**	**514.04**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	42.6117 / 26.1168					475.19	1.31	0.04	514.04
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
Total						**475.19**	**1.31**	**0.04**	**514.04**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					45.26	2.67	0.00	101.43
Unmitigated					45.26	2.67	0.00	101.43
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	222.97					45.26	2.67	0.00	101.43
Parking Structure	0					0.00	0.00	0.00	0.00
Total						**45.26**	**2.67**	**0.00**	**101.43**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	222.97					45.26	2.67	0.00	101.43
Parking Structure	0					0.00	0.00	0.00	0.00
Total						**45.26**	**2.67**	**0.00**	**101.43**

9.0 Vegetation

Parker Center - Alt 2 everything

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	239.75	1000sqft
Parking Structure	296	Space

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - 239745 ft2 new building w 4 level parking structure underneath 296 spots

Construction Phase - 8 months demo

Off-road Equipment - 4 crawler tractors (2 hydraulic breaker 2 shears), air compressors

Trips and VMT - export and demo haul trips combined

Demolition - demolition of 58800 jail

Grading -

Construction Off-road Equipment Mitigation - 3x daily watering

Architectural Coating -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	13.54	94.27	69.82	0.12	7.09	5.70	12.80	3.32	5.70	5.73	0.00	12,324.50	0.00	1.22	0.00	12,350.03
2017	415.10	31.75	34.30	0.08	2.48	2.18	4.18	0.11	2.18	2.19	0.00	7,194.99	0.00	0.43	0.00	7,204.10
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	13.54	94.27	69.82	0.12	6.89	5.70	12.59	1.30	5.70	5.73	0.00	12,324.50	0.00	1.22	0.00	12,350.03
2017	415.10	31.75	34.30	0.08	2.48	2.18	4.18	0.11	2.18	2.19	0.00	7,194.99	0.00	0.43	0.00	7,204.10
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.36	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		844.61		0.02	0.02	849.75
Mobile	12.26	28.94	115.30	0.27	27.91	1.47	29.38	0.40	1.40	1.79		24,258.48		0.92		24,277.81
Total	**21.70**	**29.64**	**115.89**	**0.27**	**27.91**	**1.47**	**29.43**	**0.40**	**1.40**	**1.84**		**25,103.09**		**0.94**	**0.02**	**25,127.56**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.36	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		844.61		0.02	0.02	849.75
Mobile	12.26	28.94	115.30	0.27	27.91	1.47	29.38	0.40	1.40	1.79		24,258.48		0.92		24,277.81
Total	**21.70**	**29.64**	**115.89**	**0.27**	**27.91**	**1.47**	**29.43**	**0.40**	**1.40**	**1.84**		**25,103.09**		**0.94**	**0.02**	**25,127.56**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.34	0.00	0.34	0.00	0.00	0.00						0.00
Off-Road	13.29	93.47	67.30	0.12		5.66	5.66		5.66	5.66		11,764.21		1.19		11,789.22
Total	**13.29**	**93.47**	**67.30**	**0.12**	**0.34**	**5.66**	**6.00**	**0.00**	**5.66**	**5.66**		**11,764.21**		**1.19**		**11,789.22**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.06	0.62	0.36	0.00	6.22	0.03	6.24	0.00	0.03	0.03		133.03		0.00		133.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.19	0.18	2.15	0.00	0.54	0.02	0.56	0.02	0.02	0.04		427.26		0.02		427.72
Total	**0.25**	**0.80**	**2.51**	**0.00**	**6.76**	**0.05**	**6.80**	**0.02**	**0.05**	**0.07**		**560.29**		**0.02**		**560.81**

3.2 Demolition - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.13	0.00	0.13	0.00	0.00	0.00						0.00
Off-Road	13.29	93.47	67.30	0.12		5.66	5.66		5.66	5.66	0.00	11,764.21		1.19		11,789.22
Total	**13.29**	**93.47**	**67.30**	**0.12**	**0.13**	**5.66**	**5.79**	**0.00**	**5.66**	**5.66**	**0.00**	**11,764.21**		**1.19**		**11,789.22**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.06	0.62	0.36	0.00	6.22	0.03	6.24	0.00	0.03	0.03		133.03		0.00		133.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.19	0.18	2.15	0.00	0.54	0.02	0.56	0.02	0.02	0.04		427.26		0.02		427.72
Total	**0.25**	**0.80**	**2.51**	**0.00**	**6.76**	**0.05**	**6.80**	**0.02**	**0.05**	**0.07**		**560.29**		**0.02**		**560.81**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.55	0.00	6.55	3.31	0.00	3.31						0.00
Off-Road	5.23	38.45	28.75	0.05		2.00	2.00		2.00	2.00		5,240.06		0.47		5,249.91
Total	**5.23**	**38.45**	**28.75**	**0.05**	**6.55**	**2.00**	**8.55**	**3.31**	**2.00**	**5.31**		**5,240.06**		**0.47**		**5,249.91**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.08	0.92	0.00	0.23	0.01	0.24	0.01	0.01	0.02		183.11		0.01		183.31
Total	**0.08**	**0.08**	**0.92**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**183.11**		**0.01**		**183.31**

3.3 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.56	0.00	2.56	1.29	0.00	1.29						0.00
Off-Road	5.23	38.45	28.75	0.05		2.00	2.00		2.00	2.00	0.00	5,240.06		0.47		5,249.91
Total	**5.23**	**38.45**	**28.75**	**0.05**	**2.56**	**2.00**	**4.56**	**1.29**	**2.00**	**3.29**	**0.00**	**5,240.06**		**0.47**		**5,249.91**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.08	0.92	0.00	0.23	0.01	0.24	0.01	0.01	0.02		183.11		0.01		183.31
Total	**0.08**	**0.08**	**0.92**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**183.11**		**0.01**		**183.31**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.99	26.52	22.80	0.04		1.58	1.58		1.58	1.58		4,040.61		0.36		4,048.10
Total	**3.99**	**26.52**	**22.80**	**0.04**		**1.58**	**1.58**		**1.58**	**1.58**		**4,040.61**		**0.36**		**4,048.10**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.72	7.64	4.87	0.02	0.55	0.26	0.81	0.04	0.26	0.30		1,643.61		0.04		1,644.36
Worker	0.69	0.64	7.75	0.02	1.93	0.07	2.01	0.07	0.07	0.14		1,538.12		0.08		1,539.80
Total	**1.41**	**8.28**	**12.62**	**0.04**	**2.48**	**0.33**	**2.82**	**0.11**	**0.33**	**0.44**		**3,181.73**		**0.12**		**3,184.16**

3.4 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.99	26.52	22.80	0.04		1.58	1.58		1.58	1.58	0.00	4,040.61		0.36		4,048.10
Total	**3.99**	**26.52**	**22.80**	**0.04**		**1.58**	**1.58**		**1.58**	**1.58**	**0.00**	**4,040.61**		**0.36**		**4,048.10**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.72	7.64	4.87	0.02	0.55	0.26	0.81	0.04	0.26	0.30		1,643.61		0.04		1,644.36
Worker	0.69	0.64	7.75	0.02	1.93	0.07	2.01	0.07	0.07	0.14		1,538.12		0.08		1,539.80
Total	**1.41**	**8.28**	**12.62**	**0.04**	**2.48**	**0.33**	**2.82**	**0.11**	**0.33**	**0.44**		**3,181.73**		**0.12**		**3,184.16**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.66	24.08	22.64	0.04		1.39	1.39		1.39	1.39		4,040.61		0.33		4,047.45
Total	**3.66**	**24.08**	**22.64**	**0.04**		**1.39**	**1.39**		**1.39**	**1.39**		**4,040.61**		**0.33**		**4,047.45**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.66	7.08	4.49	0.02	0.55	0.24	0.79	0.04	0.24	0.28		1,646.95		0.03		1,647.63
Worker	0.65	0.59	7.16	0.02	1.93	0.07	2.01	0.07	0.07	0.14		1,507.42		0.08		1,509.01
Total	**1.31**	**7.67**	**11.65**	**0.04**	**2.48**	**0.31**	**2.80**	**0.11**	**0.31**	**0.42**		**3,154.37**		**0.11**		**3,156.64**

3.4 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.66	24.08	22.64	0.04		1.39	1.39		1.39	1.39	0.00	4,040.61		0.33		4,047.45
Total	**3.66**	**24.08**	**22.64**	**0.04**		**1.39**	**1.39**		**1.39**	**1.39**	**0.00**	**4,040.61**		**0.33**		**4,047.45**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.66	7.08	4.49	0.02	0.55	0.24	0.79	0.04	0.24	0.28		1,646.95		0.03		1,647.63
Worker	0.65	0.59	7.16	0.02	1.93	0.07	2.01	0.07	0.07	0.14		1,507.42		0.08		1,509.01
Total	**1.31**	**7.67**	**11.65**	**0.04**	**2.48**	**0.31**	**2.80**	**0.11**	**0.31**	**0.42**		**3,154.37**		**0.11**		**3,156.64**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.29	26.42	20.24	0.03		2.17	2.17		2.17	2.17		2,917.65		0.39		2,925.76
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**4.29**	**26.42**	**20.24**	**0.03**		**2.17**	**2.17**		**2.17**	**2.17**		**2,917.65**		**0.39**		**2,925.76**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.07	0.85	0.00	0.23	0.01	0.24	0.01	0.01	0.02		179.46		0.01		179.64
Total	**0.08**	**0.07**	**0.85**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**179.46**		**0.01**		**179.64**

3.5 Paving - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.29	26.42	20.24	0.03		2.17	2.17		2.17	2.17	0.00	2,917.65		0.39		2,925.76
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**4.29**	**26.42**	**20.24**	**0.03**		**2.17**	**2.17**		**2.17**	**2.17**	**0.00**	**2,917.65**		**0.39**		**2,925.76**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.07	0.85	0.00	0.23	0.01	0.24	0.01	0.01	0.02		179.46		0.01		179.64
Total	**0.08**	**0.07**	**0.85**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**179.46**		**0.01**		**179.64**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	414.64					0.00	0.00		0.00	0.00						0.00
Off-Road	0.33	2.18	1.87	0.00		0.17	0.17		0.17	0.17		281.19		0.03		281.81
Total	**414.97**	**2.18**	**1.87**	**0.00**		**0.17**	**0.17**		**0.17**	**0.17**		**281.19**		**0.03**		**281.81**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.13	0.12	1.42	0.00	0.38	0.01	0.40	0.01	0.01	0.03		299.09		0.01		299.41
Total	**0.13**	**0.12**	**1.42**	**0.00**	**0.38**	**0.01**	**0.40**	**0.01**	**0.01**	**0.03**		**299.09**		**0.01**		**299.41**

3.6 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	414.64					0.00	0.00		0.00	0.00						0.00
Off-Road	0.33	2.18	1.87	0.00		0.17	0.17		0.17	0.17	0.00	281.19		0.03		281.81
Total	**414.97**	**2.18**	**1.87**	**0.00**		**0.17**	**0.17**		**0.17**	**0.17**	**0.00**	**281.19**		**0.03**		**281.81**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.13	0.12	1.42	0.00	0.38	0.01	0.40	0.01	0.01	0.03		299.09		0.01		299.41
Total	**0.13**	**0.12**	**1.42**	**0.00**	**0.38**	**0.01**	**0.40**	**0.01**	**0.01**	**0.03**		**299.09**		**0.01**		**299.41**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.26	28.94	115.30	0.27	27.91	1.47	29.38	0.40	1.40	1.79		24,258.48		0.92		24,277.81
Unmitigated	12.26	28.94	115.30	0.27	27.91	1.47	29.38	0.40	1.40	1.79		24,258.48		0.92		24,277.81
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	2,639.65	568.21	234.96	6,387,617	6,387,617
Parking Structure	0.00	0.00	0.00		
Total	2,639.65	568.21	234.96	6,387,617	6,387,617

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00
Parking Structure	8.90	13.30	7.40	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		844.61		0.02	0.02	849.75
NaturalGas Unmitigated	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		844.61		0.02	0.02	849.75
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	7179.21	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		844.61		0.02	0.02	849.75
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.08**	**0.70**	**0.59**	**0.00**		**0.00**	**0.05**		**0.00**	**0.05**		**844.61**		**0.02**	**0.02**	**849.75**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	7.17921	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		844.61		0.02	0.02	849.75
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.08**	**0.70**	**0.59**	**0.00**		**0.00**	**0.05**		**0.00**	**0.05**		**844.61**		**0.02**	**0.02**	**849.75**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.36	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	9.36	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.27					0.00	0.00		0.00	0.00						0.00
Consumer Products	7.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**9.36**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.27					0.00	0.00		0.00	0.00						0.00
Consumer Products	7.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**9.36**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Parker Center - Alt 2 everything

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	239.75	1000sqft
Parking Structure	296	Space

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - 239745 ft2 new building w 4 level parking structure underneath 296 spots

Construction Phase - 8 months demo

Off-road Equipment - 4 crawler tractors (2 hydraulic breaker 2 shears), air compressors

Trips and VMT - export and demo haul trips combined

Demolition - demolition of 58800 jail

Grading -

Architectural Coating -

Construction Off-road Equipment Mitigation - 3x daily watering, tier 3

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	10.40	72.57	51.48	0.09	6.91	4.05	10.96	3.32	4.05	5.32	0.00	9,434.60	0.00	0.93	0.00	9,454.23
2017	415.10	31.75	34.30	0.08	2.48	2.18	4.18	0.11	2.18	2.19	0.00	7,194.99	0.00	0.43	0.00	7,204.10
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	6.91	43.48	52.32	0.09	6.70	3.31	10.01	1.30	3.31	3.32	0.00	9,434.60	0.00	0.93	0.00	9,454.23
2017	415.02	28.20	36.59	0.08	2.48	2.10	4.59	0.11	2.10	2.22	0.00	7,194.99	0.00	0.43	0.00	7,204.10
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.36	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		844.61		0.02	0.02	849.75
Mobile	12.26	28.94	115.30	0.27	27.91	1.47	29.38	0.40	1.40	1.79		24,258.48		0.92		24,277.81
Total	**21.70**	**29.64**	**115.89**	**0.27**	**27.91**	**1.47**	**29.43**	**0.40**	**1.40**	**1.84**		**25,103.09**		**0.94**	**0.02**	**25,127.56**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.36	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		844.61		0.02	0.02	849.75
Mobile	12.26	28.94	115.30	0.27	27.91	1.47	29.38	0.40	1.40	1.79		24,258.48		0.92		24,277.81
Total	**21.70**	**29.64**	**115.89**	**0.27**	**27.91**	**1.47**	**29.43**	**0.40**	**1.40**	**1.84**		**25,103.09**		**0.94**	**0.02**	**25,127.56**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.34	0.00	0.34	0.00	0.00	0.00						0.00
Off-Road	10.21	71.84	49.71	0.09		4.01	4.01		4.01	4.01		9,020.81		0.92		9,040.07
Total	**10.21**	**71.84**	**49.71**	**0.09**	**0.34**	**4.01**	**4.35**	**0.00**	**4.01**	**4.01**		**9,020.81**		**0.92**		**9,040.07**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.06	0.62	0.36	0.00	6.22	0.03	6.24	0.00	0.03	0.03		133.03		0.00		133.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.13	0.12	1.42	0.00	0.35	0.01	0.37	0.01	0.01	0.03		280.77		0.01		281.08
Total	**0.19**	**0.74**	**1.78**	**0.00**	**6.57**	**0.04**	**6.61**	**0.01**	**0.04**	**0.06**		**413.80**		**0.01**		**414.17**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.13	0.00	0.13	0.00	0.00	0.00						0.00
Off-Road	6.72	42.75	50.54	0.09		3.27	3.27		3.27	3.27	0.00	9,020.81		0.92		9,040.07
Total	**6.72**	**42.75**	**50.54**	**0.09**	**0.13**	**3.27**	**3.40**	**0.00**	**3.27**	**3.27**	**0.00**	**9,020.81**		**0.92**		**9,040.07**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.06	0.62	0.36	0.00	6.22	0.03	6.24	0.00	0.03	0.03		133.03		0.00		133.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.13	0.12	1.42	0.00	0.35	0.01	0.37	0.01	0.01	0.03		280.77		0.01		281.08
Total	**0.19**	**0.74**	**1.78**	**0.00**	**6.57**	**0.04**	**6.61**	**0.01**	**0.04**	**0.06**		**413.80**		**0.01**		**414.17**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.55	0.00	6.55	3.31	0.00	3.31						0.00
Off-Road	5.23	38.45	28.75	0.05		2.00	2.00		2.00	2.00		5,240.06		0.47		5,249.91
Total	**5.23**	**38.45**	**28.75**	**0.05**	**6.55**	**2.00**	**8.55**	**3.31**	**2.00**	**5.31**		**5,240.06**		**0.47**		**5,249.91**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.08	0.92	0.00	0.23	0.01	0.24	0.01	0.01	0.02		183.11		0.01		183.31
Total	**0.08**	**0.08**	**0.92**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**183.11**		**0.01**		**183.31**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.56	0.00	2.56	1.29	0.00	1.29						0.00
Off-Road	3.91	24.85	30.02	0.05		1.94	1.94		1.94	1.94	0.00	5,240.06		0.47		5,249.91
Total	**3.91**	**24.85**	**30.02**	**0.05**	**2.56**	**1.94**	**4.50**	**1.29**	**1.94**	**3.23**	**0.00**	**5,240.06**		**0.47**		**5,249.91**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.08	0.92	0.00	0.23	0.01	0.24	0.01	0.01	0.02		183.11		0.01		183.31
Total	**0.08**	**0.08**	**0.92**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**183.11**		**0.01**		**183.31**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.99	26.52	22.80	0.04		1.58	1.58		1.58	1.58		4,040.61		0.36		4,048.10
Total	**3.99**	**26.52**	**22.80**	**0.04**		**1.58**	**1.58**		**1.58**	**1.58**		**4,040.61**		**0.36**		**4,048.10**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.72	7.64	4.87	0.02	0.55	0.26	0.81	0.04	0.26	0.30		1,643.61		0.04		1,644.36
Worker	0.69	0.64	7.75	0.02	1.93	0.07	2.01	0.07	0.07	0.14		1,538.12		0.08		1,539.80
Total	**1.41**	**8.28**	**12.62**	**0.04**	**2.48**	**0.33**	**2.82**	**0.11**	**0.33**	**0.44**		**3,181.73**		**0.12**		**3,184.16**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.55	20.53	24.94	0.04		1.79	1.79		1.79	1.79	0.00	4,040.61		0.36		4,048.10
Total	**3.55**	**20.53**	**24.94**	**0.04**		**1.79**	**1.79**		**1.79**	**1.79**	**0.00**	**4,040.61**		**0.36**		**4,048.10**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.72	7.64	4.87	0.02	0.55	0.26	0.81	0.04	0.26	0.30		1,643.61		0.04		1,644.36
Worker	0.69	0.64	7.75	0.02	1.93	0.07	2.01	0.07	0.07	0.14		1,538.12		0.08		1,539.80
Total	**1.41**	**8.28**	**12.62**	**0.04**	**2.48**	**0.33**	**2.82**	**0.11**	**0.33**	**0.44**		**3,181.73**		**0.12**		**3,184.16**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.66	24.08	22.64	0.04		1.39	1.39		1.39	1.39		4,040.61		0.33		4,047.45
Total	**3.66**	**24.08**	**22.64**	**0.04**		**1.39**	**1.39**		**1.39**	**1.39**		**4,040.61**		**0.33**		**4,047.45**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.66	7.08	4.49	0.02	0.55	0.24	0.79	0.04	0.24	0.28		1,646.95		0.03		1,647.63
Worker	0.65	0.59	7.16	0.02	1.93	0.07	2.01	0.07	0.07	0.14		1,507.42		0.08		1,509.01
Total	**1.31**	**7.67**	**11.65**	**0.04**	**2.48**	**0.31**	**2.80**	**0.11**	**0.31**	**0.42**		**3,154.37**		**0.11**		**3,156.64**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.55	20.53	24.94	0.04		1.79	1.79		1.79	1.79	0.00	4,040.61		0.33		4,047.45
Total	**3.55**	**20.53**	**24.94**	**0.04**		**1.79**	**1.79**		**1.79**	**1.79**	**0.00**	**4,040.61**		**0.33**		**4,047.45**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.66	7.08	4.49	0.02	0.55	0.24	0.79	0.04	0.24	0.28		1,646.95		0.03		1,647.63
Worker	0.65	0.59	7.16	0.02	1.93	0.07	2.01	0.07	0.07	0.14		1,507.42		0.08		1,509.01
Total	**1.31**	**7.67**	**11.65**	**0.04**	**2.48**	**0.31**	**2.80**	**0.11**	**0.31**	**0.42**		**3,154.37**		**0.11**		**3,156.64**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.29	26.42	20.24	0.03		2.17	2.17		2.17	2.17		2,917.65		0.39		2,925.76
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**4.29**	**26.42**	**20.24**	**0.03**		**2.17**	**2.17**		**2.17**	**2.17**		**2,917.65**		**0.39**		**2,925.76**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.07	0.85	0.00	0.23	0.01	0.24	0.01	0.01	0.02		179.46		0.01		179.64
Total	**0.08**	**0.07**	**0.85**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**179.46**		**0.01**		**179.64**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.57	15.40	19.00	0.03		1.54	1.54		1.54	1.54	0.00	2,917.65		0.39		2,925.76
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.57**	**15.40**	**19.00**	**0.03**		**1.54**	**1.54**		**1.54**	**1.54**	**0.00**	**2,917.65**		**0.39**		**2,925.76**

3.5 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.07	0.85	0.00	0.23	0.01	0.24	0.01	0.01	0.02		179.46		0.01		179.64
Total	**0.08**	**0.07**	**0.85**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**179.46**		**0.01**		**179.64**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	414.64					0.00	0.00		0.00	0.00						0.00
Off-Road	0.33	2.18	1.87	0.00		0.17	0.17		0.17	0.17		281.19		0.03		281.81
Total	**414.97**	**2.18**	**1.87**	**0.00**		**0.17**	**0.17**		**0.17**	**0.17**		**281.19**		**0.03**		**281.81**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.13	0.12	1.42	0.00	0.38	0.01	0.40	0.01	0.01	0.03		299.09		0.01		299.41
Total	**0.13**	**0.12**	**1.42**	**0.00**	**0.38**	**0.01**	**0.40**	**0.01**	**0.01**	**0.03**		**299.09**		**0.01**		**299.41**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	414.64					0.00	0.00		0.00	0.00						0.00
Off-Road	0.25	1.48	1.83	0.00		0.15	0.15		0.15	0.15	0.00	281.19		0.03		281.81
Total	**414.89**	**1.48**	**1.83**	**0.00**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**281.19**		**0.03**		**281.81**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.13	0.12	1.42	0.00	0.38	0.01	0.40	0.01	0.01	0.03		299.09		0.01		299.41
Total	**0.13**	**0.12**	**1.42**	**0.00**	**0.38**	**0.01**	**0.40**	**0.01**	**0.01**	**0.03**		**299.09**		**0.01**		**299.41**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.26	28.94	115.30	0.27	27.91	1.47	29.38	0.40	1.40	1.79		24,258.48		0.92		24,277.81
Unmitigated	12.26	28.94	115.30	0.27	27.91	1.47	29.38	0.40	1.40	1.79		24,258.48		0.92		24,277.81
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	2,639.65	568.21	234.96	6,387,617	6,387,617
Parking Structure	0.00	0.00	0.00		
Total	2,639.65	568.21	234.96	6,387,617	6,387,617

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00
Parking Structure	8.90	13.30	7.40	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		844.61		0.02	0.02	849.75
NaturalGas Unmitigated	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		844.61		0.02	0.02	849.75
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	7179.21	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		844.61		0.02	0.02	849.75
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.08**	**0.70**	**0.59**	**0.00**		**0.00**	**0.05**		**0.00**	**0.05**		**844.61**		**0.02**	**0.02**	**849.75**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	7.17921	0.08	0.70	0.59	0.00		0.00	0.05		0.00	0.05		844.61		0.02	0.02	849.75
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.08**	**0.70**	**0.59**	**0.00**		**0.00**	**0.05**		**0.00**	**0.05**		**844.61**		**0.02**	**0.02**	**849.75**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.36	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	9.36	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.27					0.00	0.00		0.00	0.00						0.00
Consumer Products	7.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**9.36**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.27					0.00	0.00		0.00	0.00						0.00
Consumer Products	7.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**9.36**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Parker Center - Alt 2 Operations

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government (Civic Center)	475	1000sqft
Day-Care Center	2.5	1000sqft
Strip Mall	22.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - traffic study

Vehicle Trips - traffic study

Water Mitigation -

Waste Mitigation -

Energy Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	1.26	8.72	6.67	0.01	0.52	0.50	1.01	0.12	0.50	0.61	0.00	1,012.64	1,012.64	0.10	0.00	1,014.71
2012	6.27	3.08	2.66	0.00	0.15	0.19	0.34	0.01	0.19	0.20	0.00	410.02	410.02	0.04	0.00	410.81
Total	**7.53**	**11.80**	**9.33**	**0.01**	**0.67**	**0.69**	**1.35**	**0.13**	**0.69**	**0.81**	**0.00**	**1,422.66**	**1,422.66**	**0.14**	**0.00**	**1,425.52**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	1.26	8.72	6.67	0.01	0.24	0.50	0.73	0.12	0.50	0.61	0.00	1,012.64	1,012.64	0.10	0.00	1,014.71
2012	6.27	3.08	2.66	0.00	0.01	0.19	0.20	0.01	0.19	0.20	0.00	410.02	410.02	0.04	0.00	410.81
Total	**7.53**	**11.80**	**9.33**	**0.01**	**0.25**	**0.69**	**0.93**	**0.13**	**0.69**	**0.81**	**0.00**	**1,422.66**	**1,422.66**	**0.14**	**0.00**	**1,425.52**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.39	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.26	0.22	0.00		0.00	0.02		0.00	0.02	0.00	4,358.99	4,358.99	0.10	0.04	4,373.94
Mobile	4.04	9.51	36.53	0.08	7.68	0.45	8.13	0.12	0.43	0.55	0.00	6,390.30	6,390.30	0.25	0.00	6,395.52
Waste						0.00	0.00		0.00	0.00	555.05	0.00	555.05	32.80	0.00	1,243.91
Water						0.00	0.00		0.00	0.00	0.00	1,073.39	1,073.39	2.96	0.08	1,161.06
Total	**6.46**	**9.77**	**36.75**	**0.08**	**7.68**	**0.45**	**8.15**	**0.12**	**0.43**	**0.57**	**555.05**	**11,822.68**	**12,377.73**	**36.11**	**0.12**	**13,174.43**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.39	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.26	0.22	0.00		0.00	0.02		0.00	0.02	0.00	4,235.20	4,235.20	0.10	0.04	4,249.74
Mobile	4.04	9.51	36.53	0.08	7.68	0.45	8.13	0.12	0.43	0.55	0.00	6,390.30	6,390.30	0.25	0.00	6,395.52
Waste						0.00	0.00		0.00	0.00	416.29	0.00	416.29	24.60	0.00	932.93
Water						0.00	0.00		0.00	0.00	0.00	986.34	986.34	2.59	0.07	1,063.32
Total	**6.46**	**9.77**	**36.75**	**0.08**	**7.68**	**0.45**	**8.15**	**0.12**	**0.43**	**0.57**	**416.29**	**11,611.84**	**12,028.13**	**27.54**	**0.11**	**12,641.51**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.80	0.46	0.00		0.04	0.04		0.04	0.04	0.00	68.12	68.12	0.01	0.00	68.29
Total	**0.10**	**0.80**	**0.46**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**68.12**	**68.12**	**0.01**	**0.00**	**68.29**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	1.72	0.00	0.00	1.73
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.72**	**1.72**	**0.00**	**0.00**	**1.73**

3.2 Demolition - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.80	0.46	0.00		0.04	0.04		0.04	0.04	0.00	68.12	68.12	0.01	0.00	68.29
Total	**0.10**	**0.80**	**0.46**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**68.12**	**68.12**	**0.01**	**0.00**	**68.29**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	1.72	0.00	0.00	1.73
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.72**	**1.72**	**0.00**	**0.00**	**1.73**

3.3 Site Preparation - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.09	0.00	0.09	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.45	0.25	0.00		0.02	0.02		0.02	0.02	0.00	36.27	36.27	0.00	0.00	36.36
Total	**0.05**	**0.45**	**0.25**	**0.00**	**0.09**	**0.02**	**0.11**	**0.05**	**0.02**	**0.07**	**0.00**	**36.27**	**36.27**	**0.00**	**0.00**	**36.36**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.03	1.03	0.00	0.00	1.04
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.03**	**1.03**	**0.00**	**0.00**	**1.04**

3.3 Site Preparation - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.09	0.00	0.09	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.45	0.25	0.00		0.02	0.02		0.02	0.02	0.00	36.27	36.27	0.00	0.00	36.36
Total	**0.05**	**0.45**	**0.25**	**0.00**	**0.09**	**0.02**	**0.11**	**0.05**	**0.02**	**0.07**	**0.00**	**36.27**	**36.27**	**0.00**	**0.00**	**36.36**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.03	1.03	0.00	0.00	1.04
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.03**	**1.03**	**0.00**	**0.00**	**1.04**

3.4 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.13	0.00	0.13	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.20	1.66	0.87	0.00		0.08	0.08		0.08	0.08	0.00	147.69	147.69	0.02	0.00	148.03
Total	**0.20**	**1.66**	**0.87**	**0.00**	**0.13**	**0.08**	**0.21**	**0.05**	**0.08**	**0.13**	**0.00**	**147.69**	**147.69**	**0.02**	**0.00**	**148.03**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.45	3.45	0.00	0.00	3.45
Total	**0.00**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.45**	**3.45**	**0.00**	**0.00**	**3.45**

3.4 Grading - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.13	0.00	0.13	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.20	1.66	0.87	0.00		0.08	0.08		0.08	0.08	0.00	147.69	147.69	0.02	0.00	148.03
Total	**0.20**	**1.66**	**0.87**	**0.00**	**0.13**	**0.08**	**0.21**	**0.05**	**0.08**	**0.13**	**0.00**	**147.69**	**147.69**	**0.02**	**0.00**	**148.03**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.45	3.45	0.00	0.00	3.45
Total	**0.00**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.45**	**3.45**	**0.00**	**0.00**	**3.45**

3.5 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.61	4.02	2.40	0.00		0.28	0.28		0.28	0.28	0.00	366.46	366.46	0.05	0.00	367.50
Total	**0.61**	**4.02**	**2.40**	**0.00**		**0.28**	**0.28**		**0.28**	**0.28**	**0.00**	**366.46**	**366.46**	**0.05**	**0.00**	**367.50**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.17	1.65	1.21	0.00	0.07	0.06	0.13	0.01	0.06	0.07	0.00	204.03	204.03	0.01	0.00	204.19
Worker	0.13	0.13	1.44	0.00	0.22	0.01	0.23	0.01	0.01	0.02	0.00	183.87	183.87	0.01	0.00	184.13
Total	**0.30**	**1.78**	**2.65**	**0.00**	**0.29**	**0.07**	**0.36**	**0.02**	**0.07**	**0.09**	**0.00**	**387.90**	**387.90**	**0.02**	**0.00**	**388.32**

3.5 Building Construction - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.61	4.02	2.40	0.00		0.28	0.28		0.28	0.28	0.00	366.46	366.46	0.05	0.00	367.50
Total	**0.61**	**4.02**	**2.40**	**0.00**		**0.28**	**0.28**		**0.28**	**0.28**	**0.00**	**366.46**	**366.46**	**0.05**	**0.00**	**367.50**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.17	1.65	1.21	0.00	0.01	0.06	0.07	0.01	0.06	0.07	0.00	204.03	204.03	0.01	0.00	204.19
Worker	0.13	0.13	1.44	0.00	0.01	0.01	0.02	0.01	0.01	0.02	0.00	183.87	183.87	0.01	0.00	184.13
Total	**0.30**	**1.78**	**2.65**	**0.00**	**0.02**	**0.07**	**0.09**	**0.02**	**0.07**	**0.09**	**0.00**	**387.90**	**387.90**	**0.02**	**0.00**	**388.32**

3.5 Building Construction - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.28	1.87	1.19	0.00		0.13	0.13		0.13	0.13	0.00	183.23	183.23	0.02	0.00	183.71
Total	**0.28**	**1.87**	**1.19**	**0.00**		**0.13**	**0.13**		**0.13**	**0.13**	**0.00**	**183.23**	**183.23**	**0.02**	**0.00**	**183.71**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.08	0.76	0.54	0.00	0.03	0.03	0.06	0.00	0.03	0.03	0.00	102.32	102.32	0.00	0.00	102.39
Worker	0.06	0.06	0.66	0.00	0.11	0.00	0.11	0.00	0.00	0.01	0.00	90.17	90.17	0.01	0.00	90.29
Total	**0.14**	**0.82**	**1.20**	**0.00**	**0.14**	**0.03**	**0.17**	**0.00**	**0.03**	**0.04**	**0.00**	**192.49**	**192.49**	**0.01**	**0.00**	**192.68**

3.5 Building Construction - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.28	1.87	1.19	0.00		0.13	0.13		0.13	0.13	0.00	183.23	183.23	0.02	0.00	183.71
Total	**0.28**	**1.87**	**1.19**	**0.00**		**0.13**	**0.13**		**0.13**	**0.13**	**0.00**	**183.23**	**183.23**	**0.02**	**0.00**	**183.71**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.08	0.76	0.54	0.00	0.00	0.03	0.03	0.00	0.03	0.03	0.00	102.32	102.32	0.00	0.00	102.39
Worker	0.06	0.06	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	90.17	90.17	0.01	0.00	90.29
Total	**0.14**	**0.82**	**1.20**	**0.00**	**0.00**	**0.03**	**0.04**	**0.00**	**0.03**	**0.04**	**0.00**	**192.49**	**192.49**	**0.01**	**0.00**	**192.68**

3.6 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.36	0.21	0.00		0.03	0.03		0.03	0.03	0.00	26.46	26.46	0.00	0.00	26.56
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.06**	**0.36**	**0.21**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**26.46**	**26.46**	**0.00**	**0.00**	**26.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.69	1.69	0.00	0.00	1.69
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.69**	**1.69**	**0.00**	**0.00**	**1.69**

3.6 Paving - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.36	0.21	0.00		0.03	0.03		0.03	0.03	0.00	26.46	26.46	0.00	0.00	26.56
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.06**	**0.36**	**0.21**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**26.46**	**26.46**	**0.00**	**0.00**	**26.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.69	1.69	0.00	0.00	1.69
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.69**	**1.69**	**0.00**	**0.00**	**1.69**

3.7 Architectural Coating - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.79					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**5.80**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.61	3.61	0.00	0.00	3.61
Total	**0.00**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.61**	**3.61**	**0.00**	**0.00**	**3.61**

3.7 Architectural Coating - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.79					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**5.80**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.61	3.61	0.00	0.00	3.61
Total	**0.00**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.61**	**3.61**	**0.00**	**0.00**	**3.61**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.04	9.51	36.53	0.08	7.68	0.45	8.13	0.12	0.43	0.55	0.00	6,390.30	6,390.30	0.25	0.00	6,395.52
Unmitigated	4.04	9.51	36.53	0.08	7.68	0.45	8.13	0.12	0.43	0.55	0.00	6,390.30	6,390.30	0.25	0.00	6,395.52
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Day-Care Center	20.00	0.00	0.00	27,579	27,579
Government (Civic Center)	9,281.50	0.00	0.00	13,739,316	13,739,316
Strip Mall	288.90	0.00	0.00	474,099	474,099
Total	9,590.40	0.00	0.00	14,240,994	14,240,994

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Day-Care Center	8.90	13.30	7.40	12.70	82.30	5.00
Government (Civic Center)	8.90	13.30	7.40	75.00	20.00	5.00

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Strip Mall	8.90	13.30	7.40	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	3,954.65	3,954.65	0.09	0.04	3,967.49
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	4,078.45	4,078.45	0.10	0.04	4,091.68
NaturalGas Mitigated	0.03	0.26	0.22	0.00		0.00	0.02		0.00	0.02	0.00	280.55	280.55	0.01	0.01	282.25
NaturalGas Unmitigated	0.03	0.26	0.22	0.00		0.00	0.02		0.00	0.02	0.00	280.55	280.55	0.01	0.01	282.25
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Day-Care Center	27225	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.45	1.45	0.00	0.00	1.46
Government (Civic Center)	5.19175e+006	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02	0.00	277.05	277.05	0.01	0.01	278.74
Strip Mall	38250	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.04	2.04	0.00	0.00	2.05
Total		**0.03**	**0.25**	**0.21**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**	**0.00**	**280.54**	**280.54**	**0.01**	**0.01**	**282.25**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Day-Care Center	27225	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.45	1.45	0.00	0.00	1.46
Government (Civic Center)	5.19175e+006	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02	0.00	277.05	277.05	0.01	0.01	278.74
Strip Mall	38250	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.04	2.04	0.00	0.00	2.05
Total		**0.03**	**0.25**	**0.21**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**	**0.00**	**280.54**	**280.54**	**0.01**	**0.01**	**282.25**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Day-Care Center	16750					9.41	0.00	0.00	9.44
Government (Civic Center)	6.90175e+006					3,877.29	0.09	0.03	3,889.87
Strip Mall	341325					191.75	0.00	0.00	192.37
Total						**4,078.45**	**0.09**	**0.03**	**4,091.68**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Day-Care Center	16005					8.99	0.00	0.00	9.02
Government (Civic Center)	6.69798e+006					3,762.81	0.09	0.03	3,775.02
Strip Mall	325485					182.85	0.00	0.00	183.45
Total						**3,954.65**	**0.09**	**0.03**	**3,967.49**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.39	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	2.39	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.58					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.81					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**2.39**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.58					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.81					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**2.39**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					986.34	2.59	0.07	1,063.32
Unmitigated					1,073.39	2.96	0.08	1,161.06
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Day-Care Center	0.107224 / 0.275719					2.51	0.00	0.00	2.61
Government (Civic Center)	94.3634 / 57.8356					1,052.30	2.91	0.08	1,138.34
Strip Mall	1.66663 / 1.02148					18.59	0.05	0.00	20.11
Total						**1,073.40**	**2.96**	**0.08**	**1,161.06**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Day-Care Center	0.093971 / 0.275719					2.41	0.00	0.00	2.50
Govemment (Civic Center)	82.7 / 57.8356					966.85	2.55	0.07	1,042.41
Strip Mall	1.46064 / 1.02148					17.08	0.04	0.00	18.41
Total						**986.34**	**2.59**	**0.07**	**1,063.32**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					416.29	24.60	0.00	932.93
Unmitigated					555.05	32.80	0.00	1,243.91
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Day-Care Center	3.25					0.66	0.04	0.00	1.48
Government (Civic Center)	2707.5					549.60	32.48	0.00	1,231.68
Strip Mall	23.63					4.80	0.28	0.00	10.75
Total						**555.06**	**32.80**	**0.00**	**1,243.91**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Day-Care Center	2.4375					0.49	0.03	0.00	1.11
Government (Civic Center)	2030.63					412.20	24.36	0.00	923.76
Strip Mall	17.7225					3.60	0.21	0.00	8.06
Total						**416.29**	**24.60**	**0.00**	**932.93**

9.0 Vegetation

Parker Center - Alt 2 Operations

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government (Civic Center)	475	1000sqft
Day-Care Center	2.5	1000sqft
Strip Mall	22.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - traffic study

Vehicle Trips - traffic study

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	1.26	8.72	6.67	0.01	0.52	0.50	1.01	0.12	0.50	0.61	0.00	1,012.64	1,012.64	0.10	0.00	1,014.71
2012	6.27	3.08	2.66	0.00	0.15	0.19	0.34	0.01	0.19	0.20	0.00	410.02	410.02	0.04	0.00	410.81
Total	**7.53**	**11.80**	**9.33**	**0.01**	**0.67**	**0.69**	**1.35**	**0.13**	**0.69**	**0.81**	**0.00**	**1,422.66**	**1,422.66**	**0.14**	**0.00**	**1,425.52**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	1.26	8.72	6.67	0.01	0.24	0.50	0.73	0.12	0.50	0.61	0.00	1,012.64	1,012.64	0.10	0.00	1,014.71
2012	6.27	3.08	2.66	0.00	0.01	0.19	0.20	0.01	0.19	0.20	0.00	410.02	410.02	0.04	0.00	410.81
Total	**7.53**	**11.80**	**9.33**	**0.01**	**0.25**	**0.69**	**0.93**	**0.13**	**0.69**	**0.81**	**0.00**	**1,422.66**	**1,422.66**	**0.14**	**0.00**	**1,425.52**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.39	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.26	0.22	0.00		0.00	0.02		0.00	0.02	0.00	4,358.99	4,358.99	0.10	0.04	4,373.94
Mobile	4.04	9.51	36.53	0.08	7.68	0.45	8.13	0.12	0.43	0.55	0.00	6,390.30	6,390.30	0.25	0.00	6,395.52
Waste						0.00	0.00		0.00	0.00	555.05	0.00	555.05	32.80	0.00	1,243.91
Water						0.00	0.00		0.00	0.00	0.00	1,073.39	1,073.39	2.96	0.08	1,161.06
Total	**6.46**	**9.77**	**36.75**	**0.08**	**7.68**	**0.45**	**8.15**	**0.12**	**0.43**	**0.57**	**555.05**	**11,822.68**	**12,377.73**	**36.11**	**0.12**	**13,174.43**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.39	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.26	0.22	0.00		0.00	0.02		0.00	0.02	0.00	4,358.99	4,358.99	0.10	0.04	4,373.94
Mobile	4.04	9.51	36.53	0.08	7.68	0.45	8.13	0.12	0.43	0.55	0.00	6,390.30	6,390.30	0.25	0.00	6,395.52
Waste						0.00	0.00		0.00	0.00	555.05	0.00	555.05	32.80	0.00	1,243.91
Water						0.00	0.00		0.00	0.00	0.00	1,073.39	1,073.39	2.96	0.08	1,161.06
Total	**6.46**	**9.77**	**36.75**	**0.08**	**7.68**	**0.45**	**8.15**	**0.12**	**0.43**	**0.57**	**555.05**	**11,822.68**	**12,377.73**	**36.11**	**0.12**	**13,174.43**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.80	0.46	0.00		0.04	0.04		0.04	0.04	0.00	68.12	68.12	0.01	0.00	68.29
Total	**0.10**	**0.80**	**0.46**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**68.12**	**68.12**	**0.01**	**0.00**	**68.29**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	1.72	0.00	0.00	1.73
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.72**	**1.72**	**0.00**	**0.00**	**1.73**

3.2 Demolition - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.80	0.46	0.00		0.04	0.04		0.04	0.04	0.00	68.12	68.12	0.01	0.00	68.29
Total	**0.10**	**0.80**	**0.46**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**68.12**	**68.12**	**0.01**	**0.00**	**68.29**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	1.72	0.00	0.00	1.73
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.72**	**1.72**	**0.00**	**0.00**	**1.73**

3.3 Site Preparation - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.09	0.00	0.09	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.45	0.25	0.00		0.02	0.02		0.02	0.02	0.00	36.27	36.27	0.00	0.00	36.36
Total	**0.05**	**0.45**	**0.25**	**0.00**	**0.09**	**0.02**	**0.11**	**0.05**	**0.02**	**0.07**	**0.00**	**36.27**	**36.27**	**0.00**	**0.00**	**36.36**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.03	1.03	0.00	0.00	1.04
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.03**	**1.03**	**0.00**	**0.00**	**1.04**

3.3 Site Preparation - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.09	0.00	0.09	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.45	0.25	0.00		0.02	0.02		0.02	0.02	0.00	36.27	36.27	0.00	0.00	36.36
Total	**0.05**	**0.45**	**0.25**	**0.00**	**0.09**	**0.02**	**0.11**	**0.05**	**0.02**	**0.07**	**0.00**	**36.27**	**36.27**	**0.00**	**0.00**	**36.36**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.03	1.03	0.00	0.00	1.04
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.03**	**1.03**	**0.00**	**0.00**	**1.04**

3.4 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.13	0.00	0.13	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.20	1.66	0.87	0.00		0.08	0.08		0.08	0.08	0.00	147.69	147.69	0.02	0.00	148.03
Total	**0.20**	**1.66**	**0.87**	**0.00**	**0.13**	**0.08**	**0.21**	**0.05**	**0.08**	**0.13**	**0.00**	**147.69**	**147.69**	**0.02**	**0.00**	**148.03**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.45	3.45	0.00	0.00	3.45
Total	**0.00**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.45**	**3.45**	**0.00**	**0.00**	**3.45**

3.4 Grading - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.13	0.00	0.13	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.20	1.66	0.87	0.00		0.08	0.08		0.08	0.08	0.00	147.69	147.69	0.02	0.00	148.03
Total	**0.20**	**1.66**	**0.87**	**0.00**	**0.13**	**0.08**	**0.21**	**0.05**	**0.08**	**0.13**	**0.00**	**147.69**	**147.69**	**0.02**	**0.00**	**148.03**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.45	3.45	0.00	0.00	3.45
Total	**0.00**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.45**	**3.45**	**0.00**	**0.00**	**3.45**

3.5 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.61	4.02	2.40	0.00		0.28	0.28		0.28	0.28	0.00	366.46	366.46	0.05	0.00	367.50
Total	**0.61**	**4.02**	**2.40**	**0.00**		**0.28**	**0.28**		**0.28**	**0.28**	**0.00**	**366.46**	**366.46**	**0.05**	**0.00**	**367.50**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.17	1.65	1.21	0.00	0.07	0.06	0.13	0.01	0.06	0.07	0.00	204.03	204.03	0.01	0.00	204.19
Worker	0.13	0.13	1.44	0.00	0.22	0.01	0.23	0.01	0.01	0.02	0.00	183.87	183.87	0.01	0.00	184.13
Total	**0.30**	**1.78**	**2.65**	**0.00**	**0.29**	**0.07**	**0.36**	**0.02**	**0.07**	**0.09**	**0.00**	**387.90**	**387.90**	**0.02**	**0.00**	**388.32**

3.5 Building Construction - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.61	4.02	2.40	0.00		0.28	0.28		0.28	0.28	0.00	366.46	366.46	0.05	0.00	367.50
Total	**0.61**	**4.02**	**2.40**	**0.00**		**0.28**	**0.28**		**0.28**	**0.28**	**0.00**	**366.46**	**366.46**	**0.05**	**0.00**	**367.50**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.17	1.65	1.21	0.00	0.01	0.06	0.07	0.01	0.06	0.07	0.00	204.03	204.03	0.01	0.00	204.19
Worker	0.13	0.13	1.44	0.00	0.01	0.01	0.02	0.01	0.01	0.02	0.00	183.87	183.87	0.01	0.00	184.13
Total	**0.30**	**1.78**	**2.65**	**0.00**	**0.02**	**0.07**	**0.09**	**0.02**	**0.07**	**0.09**	**0.00**	**387.90**	**387.90**	**0.02**	**0.00**	**388.32**

3.5 Building Construction - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.28	1.87	1.19	0.00		0.13	0.13		0.13	0.13	0.00	183.23	183.23	0.02	0.00	183.71
Total	**0.28**	**1.87**	**1.19**	**0.00**		**0.13**	**0.13**		**0.13**	**0.13**	**0.00**	**183.23**	**183.23**	**0.02**	**0.00**	**183.71**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.08	0.76	0.54	0.00	0.03	0.03	0.06	0.00	0.03	0.03	0.00	102.32	102.32	0.00	0.00	102.39
Worker	0.06	0.06	0.66	0.00	0.11	0.00	0.11	0.00	0.00	0.01	0.00	90.17	90.17	0.01	0.00	90.29
Total	**0.14**	**0.82**	**1.20**	**0.00**	**0.14**	**0.03**	**0.17**	**0.00**	**0.03**	**0.04**	**0.00**	**192.49**	**192.49**	**0.01**	**0.00**	**192.68**

3.5 Building Construction - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.28	1.87	1.19	0.00		0.13	0.13		0.13	0.13	0.00	183.23	183.23	0.02	0.00	183.71
Total	**0.28**	**1.87**	**1.19**	**0.00**		**0.13**	**0.13**		**0.13**	**0.13**	**0.00**	**183.23**	**183.23**	**0.02**	**0.00**	**183.71**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.08	0.76	0.54	0.00	0.00	0.03	0.03	0.00	0.03	0.03	0.00	102.32	102.32	0.00	0.00	102.39
Worker	0.06	0.06	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	90.17	90.17	0.01	0.00	90.29
Total	**0.14**	**0.82**	**1.20**	**0.00**	**0.00**	**0.03**	**0.04**	**0.00**	**0.03**	**0.04**	**0.00**	**192.49**	**192.49**	**0.01**	**0.00**	**192.68**

3.6 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.36	0.21	0.00		0.03	0.03		0.03	0.03	0.00	26.46	26.46	0.00	0.00	26.56
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.06**	**0.36**	**0.21**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**26.46**	**26.46**	**0.00**	**0.00**	**26.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.69	1.69	0.00	0.00	1.69
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.69**	**1.69**	**0.00**	**0.00**	**1.69**

3.6 Paving - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.36	0.21	0.00		0.03	0.03		0.03	0.03	0.00	26.46	26.46	0.00	0.00	26.56
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.06**	**0.36**	**0.21**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**26.46**	**26.46**	**0.00**	**0.00**	**26.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.69	1.69	0.00	0.00	1.69
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.69**	**1.69**	**0.00**	**0.00**	**1.69**

3.7 Architectural Coating - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.79					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**5.80**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.61	3.61	0.00	0.00	3.61
Total	**0.00**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.61**	**3.61**	**0.00**	**0.00**	**3.61**

3.7 Architectural Coating - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.79					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**5.80**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.61	3.61	0.00	0.00	3.61
Total	**0.00**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.61**	**3.61**	**0.00**	**0.00**	**3.61**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.04	9.51	36.53	0.08	7.68	0.45	8.13	0.12	0.43	0.55	0.00	6,390.30	6,390.30	0.25	0.00	6,395.52
Unmitigated	4.04	9.51	36.53	0.08	7.68	0.45	8.13	0.12	0.43	0.55	0.00	6,390.30	6,390.30	0.25	0.00	6,395.52
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Day-Care Center	20.00	0.00	0.00	27,579	27,579
Government (Civic Center)	9,281.50	0.00	0.00	13,739,316	13,739,316
Strip Mall	288.90	0.00	0.00	474,099	474,099
Total	9,590.40	0.00	0.00	14,240,994	14,240,994

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Day-Care Center	8.90	13.30	7.40	12.70	82.30	5.00
Government (Civic Center)	8.90	13.30	7.40	75.00	20.00	5.00

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Strip Mall	8.90	13.30	7.40	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	4,078.45	4,078.45	0.10	0.04	4,091.68
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	4,078.45	4,078.45	0.10	0.04	4,091.68
NaturalGas Mitigated	0.03	0.26	0.22	0.00		0.00	0.02		0.00	0.02	0.00	280.55	280.55	0.01	0.01	282.25
NaturalGas Unmitigated	0.03	0.26	0.22	0.00		0.00	0.02		0.00	0.02	0.00	280.55	280.55	0.01	0.01	282.25
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Day-Care Center	27225	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.45	1.45	0.00	0.00	1.46
Government (Civic Center)	5.19175e+006	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02	0.00	277.05	277.05	0.01	0.01	278.74
Strip Mall	38250	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.04	2.04	0.00	0.00	2.05
Total		**0.03**	**0.25**	**0.21**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**	**0.00**	**280.54**	**280.54**	**0.01**	**0.01**	**282.25**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Day-Care Center	27225	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.45	1.45	0.00	0.00	1.46
Government (Civic Center)	5.19175e+006	0.03	0.25	0.21	0.00		0.00	0.02		0.00	0.02	0.00	277.05	277.05	0.01	0.01	278.74
Strip Mall	38250	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.04	2.04	0.00	0.00	2.05
Total		**0.03**	**0.25**	**0.21**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**	**0.00**	**280.54**	**280.54**	**0.01**	**0.01**	**282.25**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Day-Care Center	16750					9.41	0.00	0.00	9.44
Government (Civic Center)	6.90175e+006					3,877.29	0.09	0.03	3,889.87
Strip Mall	341325					191.75	0.00	0.00	192.37
Total						**4,078.45**	**0.09**	**0.03**	**4,091.68**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Day-Care Center	16750					9.41	0.00	0.00	9.44
Government (Civic Center)	6.90175e+006					3,877.29	0.09	0.03	3,889.87
Strip Mall	341325					191.75	0.00	0.00	192.37
Total						**4,078.45**	**0.09**	**0.03**	**4,091.68**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.39	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	2.39	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.58					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.81					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**2.39**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.58					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.81					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**2.39**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1,073.39	2.96	0.08	1,161.06
Unmitigated					1,073.39	2.96	0.08	1,161.06
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Day-Care Center	0.107224 / 0.275719					2.51	0.00	0.00	2.61
Government (Civic Center)	94.3634 / 57.8356					1,052.30	2.91	0.08	1,138.34
Strip Mall	1.66663 / 1.02148					18.59	0.05	0.00	20.11
Total						**1,073.40**	**2.96**	**0.08**	**1,161.06**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Day-Care Center	0.107224 / 0.275719					2.51	0.00	0.00	2.61
Government (Civic Center)	94.3634 / 57.8356					1,052.30	2.91	0.08	1,138.34
Strip Mall	1.66663 / 1.02148					18.59	0.05	0.00	20.11
Total						**1,073.40**	**2.96**	**0.08**	**1,161.06**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					555.05	32.80	0.00	1,243.91
Unmitigated					555.05	32.80	0.00	1,243.91
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Day-Care Center	3.25					0.66	0.04	0.00	1.48
Government (Civic Center)	2707.5					549.60	32.48	0.00	1,231.68
Strip Mall	23.63					4.80	0.28	0.00	10.75
Total						**555.06**	**32.80**	**0.00**	**1,243.91**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Day-Care Center	3.25					0.66	0.04	0.00	1.48
Government (Civic Center)	2707.5					549.60	32.48	0.00	1,231.68
Strip Mall	23.63					4.80	0.28	0.00	10.75
Total						**555.06**	**32.80**	**0.00**	**1,243.91**

9.0 Vegetation

Parker Center - Alt 2 Operations

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government (Civic Center)	475	1000sqft
Day-Care Center	2.5	1000sqft
Strip Mall	22.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - traffic study

Vehicle Trips - traffic study

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	13.34	110.93	59.54	0.10	18.34	5.44	22.96	9.94	5.44	14.56	0.00	11,123.78	0.00	1.20	0.00	11,148.92
2012	579.63	53.73	47.44	0.09	3.22	3.18	6.40	0.15	3.18	3.33	0.00	8,398.72	0.00	0.71	0.00	8,413.66
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	13.34	110.93	59.54	0.10	18.08	5.44	22.69	9.94	5.44	14.56	0.00	11,123.78	0.00	1.20	0.00	11,148.92
2012	579.63	53.73	47.44	0.09	0.15	3.18	3.33	0.15	3.18	3.33	0.00	8,398.72	0.00	0.71	0.00	8,413.66
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	13.07	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.16	1.41	1.19	0.01		0.00	0.11		0.00	0.11		1,694.51		0.03	0.03	1,704.83
Mobile	31.80	72.65	276.46	0.63	66.01	3.42	69.44	0.94	3.31	4.25		56,510.21		2.17		56,555.85
Total	**45.03**	**74.06**	**277.65**	**0.64**	**66.01**	**3.42**	**69.55**	**0.94**	**3.31**	**4.36**		**58,204.72**		**2.20**	**0.03**	**58,260.68**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	13.07	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.16	1.41	1.19	0.01		0.00	0.11		0.00	0.11		1,694.51		0.03	0.03	1,704.83
Mobile	31.80	72.65	276.46	0.63	66.01	3.42	69.44	0.94	3.31	4.25		56,510.21		2.17		56,555.85
Total	**45.03**	**74.06**	**277.65**	**0.64**	**66.01**	**3.42**	**69.55**	**0.94**	**3.31**	**4.36**		**58,204.72**		**2.20**	**0.03**	**58,260.68**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	9.84	79.87	45.95	0.07		4.10	4.10		4.10	4.10		7,510.82		0.88		7,529.33
Total	**9.84**	**79.87**	**45.95**	**0.07**		**4.10**	**4.10**		**4.10**	**4.10**		**7,510.82**		**0.88**		**7,529.33**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.12	1.38	0.00	0.23	0.01	0.24	0.01	0.01	0.02		200.34		0.01		200.62
Total	**0.12**	**0.12**	**1.38**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**200.34**		**0.01**		**200.62**

3.2 Demolition - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	9.84	79.87	45.95	0.07		4.10	4.10		4.10	4.10	0.00	7,510.82		0.88		7,529.33
Total	**9.84**	**79.87**	**45.95**	**0.07**		**4.10**	**4.10**		**4.10**	**4.10**	**0.00**	**7,510.82**		**0.88**		**7,529.33**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.12	1.38	0.00	0.01	0.01	0.02	0.01	0.01	0.02		200.34		0.01		200.62
Total	**0.12**	**0.12**	**1.38**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**200.34**		**0.01**		**200.62**

3.3 Site Preparation - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.07	0.00	18.07	9.93	0.00	9.93						0.00
Off-Road	10.99	89.73	50.45	0.07		4.61	4.61		4.61	4.61		7,997.70		0.99		8,018.42
Total	**10.99**	**89.73**	**50.45**	**0.07**	**18.07**	**4.61**	**22.68**	**9.93**	**4.61**	**14.54**		**7,997.70**		**0.99**		**8,018.42**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.14	0.14	1.66	0.00	0.28	0.01	0.29	0.01	0.01	0.02		240.41		0.02		240.74
Total	**0.14**	**0.14**	**1.66**	**0.00**	**0.28**	**0.01**	**0.29**	**0.01**	**0.01**	**0.02**		**240.41**		**0.02**		**240.74**

3.3 Site Preparation - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.07	0.00	18.07	9.93	0.00	9.93						0.00
Off-Road	10.99	89.73	50.45	0.07		4.61	4.61		4.61	4.61	0.00	7,997.70		0.99		8,018.42
Total	**10.99**	**89.73**	**50.45**	**0.07**	**18.07**	**4.61**	**22.68**	**9.93**	**4.61**	**14.54**	**0.00**	**7,997.70**		**0.99**		**8,018.42**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.14	0.14	1.66	0.00	0.01	0.01	0.02	0.01	0.01	0.02		240.41		0.02		240.74
Total	**0.14**	**0.14**	**1.66**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**240.41**		**0.02**		**240.74**

3.4 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.67	0.00	8.67	3.31	0.00	3.31						0.00
Off-Road	13.18	110.77	57.70	0.10		5.43	5.43		5.43	5.43		10,856.66		1.18		10,881.42
Total	**13.18**	**110.77**	**57.70**	**0.10**	**8.67**	**5.43**	**14.10**	**3.31**	**5.43**	**8.74**		**10,856.66**		**1.18**		**10,881.42**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.16	0.16	1.85	0.00	0.31	0.01	0.32	0.01	0.01	0.02		267.12		0.02		267.49
Total	**0.16**	**0.16**	**1.85**	**0.00**	**0.31**	**0.01**	**0.32**	**0.01**	**0.01**	**0.02**		**267.12**		**0.02**		**267.49**

3.4 Grading - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.67	0.00	8.67	3.31	0.00	3.31						0.00
Off-Road	13.18	110.77	57.70	0.10		5.43	5.43		5.43	5.43	0.00	10,856.66		1.18		10,881.42
Total	**13.18**	**110.77**	**57.70**	**0.10**	**8.67**	**5.43**	**14.10**	**3.31**	**5.43**	**8.74**	**0.00**	**10,856.66**		**1.18**		**10,881.42**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.16	0.16	1.85	0.00	0.01	0.01	0.02	0.01	0.01	0.02		267.12		0.02		267.49
Total	**0.16**	**0.16**	**1.85**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**267.12**		**0.02**		**267.49**

3.5 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.11	40.22	24.03	0.04		2.80	2.80		2.80	2.80		4,040.62		0.55		4,052.11
Total	**6.11**	**40.22**	**24.03**	**0.04**		**2.80**	**2.80**		**2.80**	**2.80**		**4,040.62**		**0.55**		**4,052.11**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.63	16.56	11.34	0.02	0.76	0.62	1.38	0.06	0.62	0.68		2,255.19		0.08		2,256.90
Worker	1.27	1.27	14.76	0.02	2.46	0.08	2.54	0.09	0.08	0.17		2,136.96		0.14		2,139.95
Total	**2.90**	**17.83**	**26.10**	**0.04**	**3.22**	**0.70**	**3.92**	**0.15**	**0.70**	**0.85**		**4,392.15**		**0.22**		**4,396.85**

3.5 Building Construction - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.11	40.22	24.03	0.04		2.80	2.80		2.80	2.80	0.00	4,040.62		0.55		4,052.11
Total	**6.11**	**40.22**	**24.03**	**0.04**		**2.80**	**2.80**		**2.80**	**2.80**	**0.00**	**4,040.62**		**0.55**		**4,052.11**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.63	16.56	11.34	0.02	0.06	0.62	0.68	0.06	0.62	0.68		2,255.19		0.08		2,256.90
Worker	1.27	1.27	14.76	0.02	0.09	0.08	0.17	0.09	0.08	0.17		2,136.96		0.14		2,139.95
Total	**2.90**	**17.83**	**26.10**	**0.04**	**0.15**	**0.70**	**0.85**	**0.15**	**0.70**	**0.85**		**4,392.15**		**0.22**		**4,396.85**

3.5 Building Construction - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.63	37.37	23.73	0.04		2.54	2.54		2.54	2.54		4,040.62		0.51		4,051.23
Total	**5.63**	**37.37**	**23.73**	**0.04**		**2.54**	**2.54**		**2.54**	**2.54**		**4,040.62**		**0.51**		**4,051.23**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.48	15.20	10.15	0.02	0.76	0.56	1.32	0.06	0.56	0.62		2,262.14		0.07		2,263.68
Worker	1.17	1.16	13.56	0.02	2.46	0.08	2.54	0.09	0.08	0.17		2,095.97		0.13		2,098.75
Total	**2.65**	**16.36**	**23.71**	**0.04**	**3.22**	**0.64**	**3.86**	**0.15**	**0.64**	**0.79**		**4,358.11**		**0.20**		**4,362.43**

3.5 Building Construction - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.63	37.37	23.73	0.04		2.54	2.54		2.54	2.54	0.00	4,040.62		0.51		4,051.23
Total	**5.63**	**37.37**	**23.73**	**0.04**		**2.54**	**2.54**		**2.54**	**2.54**	**0.00**	**4,040.62**		**0.51**		**4,051.23**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.48	15.20	10.15	0.02	0.06	0.56	0.62	0.06	0.56	0.62		2,262.14		0.07		2,263.68
Worker	1.17	1.16	13.56	0.02	0.09	0.08	0.17	0.09	0.08	0.17		2,095.97		0.13		2,098.75
Total	**2.65**	**16.36**	**23.71**	**0.04**	**0.15**	**0.64**	**0.79**	**0.15**	**0.64**	**0.79**		**4,358.11**		**0.20**		**4,362.43**

3.6 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.86	35.62	21.08	0.03		3.13	3.13		3.13	3.13		2,917.64		0.53		2,928.70
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**5.86**	**35.62**	**21.08**	**0.03**		**3.13**	**3.13**		**3.13**	**3.13**		**2,917.64**		**0.53**		**2,928.70**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.11	1.27	0.00	0.23	0.01	0.24	0.01	0.01	0.02		196.50		0.01		196.76
Total	**0.11**	**0.11**	**1.27**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**196.50**		**0.01**		**196.76**

3.6 Paving - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.86	35.62	21.08	0.03		3.13	3.13		3.13	3.13	0.00	2,917.64		0.53		2,928.70
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**5.86**	**35.62**	**21.08**	**0.03**		**3.13**	**3.13**		**3.13**	**3.13**	**0.00**	**2,917.64**		**0.53**		**2,928.70**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.11	1.27	0.00	0.01	0.01	0.02	0.01	0.01	0.02		196.50		0.01		196.76
Total	**0.11**	**0.11**	**1.27**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**196.50**		**0.01**		**196.76**

3.7 Architectural Coating - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	578.88					0.00	0.00		0.00	0.00						0.00
Off-Road	0.52	3.16	1.96	0.00		0.29	0.29		0.29	0.29		281.19		0.05		282.18
Total	**579.40**	**3.16**	**1.96**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**		**281.19**		**0.05**		**282.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.23	0.23	2.71	0.00	0.49	0.02	0.51	0.02	0.02	0.03		419.19		0.03		419.75
Total	**0.23**	**0.23**	**2.71**	**0.00**	**0.49**	**0.02**	**0.51**	**0.02**	**0.02**	**0.03**		**419.19**		**0.03**		**419.75**

3.7 Architectural Coating - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	578.88					0.00	0.00		0.00	0.00						0.00
Off-Road	0.52	3.16	1.96	0.00		0.29	0.29		0.29	0.29	0.00	281.19		0.05		282.18
Total	**579.40**	**3.16**	**1.96**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**	**0.00**	**281.19**		**0.05**		**282.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.23	0.23	2.71	0.00	0.02	0.02	0.03	0.02	0.02	0.03		419.19		0.03		419.75
Total	**0.23**	**0.23**	**2.71**	**0.00**	**0.02**	**0.02**	**0.03**	**0.02**	**0.02**	**0.03**		**419.19**		**0.03**		**419.75**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	31.80	72.65	276.46	0.63	66.01	3.42	69.44	0.94	3.31	4.25		56,510.21		2.17		56,555.85
Unmitigated	31.80	72.65	276.46	0.63	66.01	3.42	69.44	0.94	3.31	4.25		56,510.21		2.17		56,555.85
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Day-Care Center	20.00	0.00	0.00	27,579	27,579
Government (Civic Center)	9,281.50	0.00	0.00	13,739,316	13,739,316
Strip Mall	288.90	0.00	0.00	474,099	474,099
Total	9,590.40	0.00	0.00	14,240,994	14,240,994

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Day-Care Center	8.90	13.30	7.40	12.70	82.30	5.00
Government (Civic Center)	8.90	13.30	7.40	75.00	20.00	5.00

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Strip Mall	8.90	13.30	7.40	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.16	1.41	1.19	0.01		0.00	0.11		0.00	0.11		1,694.51		0.03	0.03	1,704.83
NaturalGas Unmitigated	0.16	1.41	1.19	0.01		0.00	0.11		0.00	0.11		1,694.51		0.03	0.03	1,704.83
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Day-Care Center	74.589	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		8.78		0.00	0.00	8.83
Government (Civic Center)	14224	0.15	1.39	1.17	0.01		0.00	0.11		0.00	0.11		1,673.41		0.03	0.03	1,683.59
Strip Mall	104.795	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		12.33		0.00	0.00	12.40
Total		**0.15**	**1.41**	**1.19**	**0.01**		**0.00**	**0.11**		**0.00**	**0.11**		**1,694.52**		**0.03**	**0.03**	**1,704.82**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Day-Care Center	0.074589	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		8.78		0.00	0.00	8.83
Government (Civic Center)	14.224	0.15	1.39	1.17	0.01		0.00	0.11		0.00	0.11		1,673.41		0.03	0.03	1,683.59
Strip Mall	0.104795	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		12.33		0.00	0.00	12.40
Total		**0.15**	**1.41**	**1.19**	**0.01**		**0.00**	**0.11**		**0.00**	**0.11**		**1,694.52**		**0.03**	**0.03**	**1,704.82**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	13.07	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	13.07	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.17					0.00	0.00		0.00	0.00						0.00
Consumer Products	9.90					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**13.07**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.17					0.00	0.00		0.00	0.00						0.00
Consumer Products	9.90					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**13.07**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Parker Center - alt 3 demolition

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government (Civic Center)	319	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - 8 months of demo

Off-road Equipment - air compressor, crawler tractor (2 hydraulic breakers and 2 shears)

Demolition -

Construction Off-road Equipment Mitigation - water 3x daily

Grading -

Trips and VMT - 1451+8371=9822

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	1.45	10.49	7.54	0.01	17.84	0.61	18.45	0.04	0.61	0.65	0.00	1,374.68	1,374.68	0.11	0.00	1,377.00
Total	**1.45**	**10.49**	**7.54**	**0.01**	**17.84**	**0.61**	**18.45**	**0.04**	**0.61**	**0.65**	**0.00**	**1,374.68**	**1,374.68**	**0.11**	**0.00**	**1,377.00**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	1.45	10.49	7.54	0.01	17.74	0.61	18.35	0.02	0.61	0.64	0.00	1,374.68	1,374.68	0.11	0.00	1,377.00
Total	**1.45**	**10.49**	**7.54**	**0.01**	**17.74**	**0.61**	**18.35**	**0.02**	**0.61**	**0.64**	**0.00**	**1,374.68**	**1,374.68**	**0.11**	**0.00**	**1,377.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.52	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	2,789.97	2,789.97	0.06	0.03	2,799.55
Mobile	3.95	9.30	36.14	0.07	7.11	0.43	7.54	0.11	0.41	0.52	0.00	6,089.67	6,089.67	0.24	0.00	6,094.79
Waste						0.00	0.00		0.00	0.00	369.10	0.00	369.10	21.81	0.00	827.17
Water						0.00	0.00		0.00	0.00	0.00	706.70	706.70	1.95	0.05	764.49
Total	**5.49**	**9.47**	**36.28**	**0.07**	**7.11**	**0.43**	**7.55**	**0.11**	**0.41**	**0.53**	**369.10**	**9,586.34**	**9,955.44**	**24.06**	**0.08**	**10,486.00**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.52	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	2,789.97	2,789.97	0.06	0.03	2,799.55
Mobile	3.95	9.30	36.14	0.07	7.11	0.43	7.54	0.11	0.41	0.52	0.00	6,089.67	6,089.67	0.24	0.00	6,094.79
Waste						0.00	0.00		0.00	0.00	369.10	0.00	369.10	21.81	0.00	827.17
Water						0.00	0.00		0.00	0.00	0.00	706.70	706.70	1.95	0.05	764.49
Total	**5.49**	**9.47**	**36.28**	**0.07**	**7.11**	**0.43**	**7.55**	**0.11**	**0.41**	**0.53**	**369.10**	**9,586.34**	**9,955.44**	**24.06**	**0.08**	**10,486.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.16	0.00	0.16	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	1.23	8.55	6.16	0.01		0.53	0.53		0.53	0.53	0.00	966.33	966.33	0.10	0.00	968.43
Total	**1.23**	**8.55**	**6.16**	**0.01**	**0.16**	**0.53**	**0.69**	**0.02**	**0.53**	**0.55**	**0.00**	**966.33**	**966.33**	**0.10**	**0.00**	**968.43**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.20	1.92	1.19	0.00	17.64	0.08	17.72	0.01	0.08	0.10	0.00	376.56	376.56	0.01	0.00	376.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.02	0.02	0.18	0.00	0.04	0.00	0.04	0.00	0.00	0.00	0.00	31.79	31.79	0.00	0.00	31.83
Total	**0.22**	**1.94**	**1.37**	**0.00**	**17.68**	**0.08**	**17.76**	**0.01**	**0.08**	**0.10**	**0.00**	**408.35**	**408.35**	**0.01**	**0.00**	**408.58**

3.2 Demolition - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.06	0.00	0.06	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	1.23	8.55	6.16	0.01		0.53	0.53		0.53	0.53	0.00	966.33	966.33	0.10	0.00	968.43
Total	**1.23**	**8.55**	**6.16**	**0.01**	**0.06**	**0.53**	**0.59**	**0.01**	**0.53**	**0.54**	**0.00**	**966.33**	**966.33**	**0.10**	**0.00**	**968.43**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.20	1.92	1.19	0.00	17.64	0.08	17.72	0.01	0.08	0.10	0.00	376.56	376.56	0.01	0.00	376.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.02	0.02	0.18	0.00	0.04	0.00	0.04	0.00	0.00	0.00	0.00	31.79	31.79	0.00	0.00	31.83
Total	**0.22**	**1.94**	**1.37**	**0.00**	**17.68**	**0.08**	**17.76**	**0.01**	**0.08**	**0.10**	**0.00**	**408.35**	**408.35**	**0.01**	**0.00**	**408.58**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.95	9.30	36.14	0.07	7.11	0.43	7.54	0.11	0.41	0.52	0.00	6,089.67	6,089.67	0.24	0.00	6,094.79
Unmitigated	3.95	9.30	36.14	0.07	7.11	0.43	7.54	0.11	0.41	0.52	0.00	6,089.67	6,089.67	0.24	0.00	6,094.79
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Government (Civic Center)	8,906.48	0.00	0.00	13,184,178	13,184,178
Total	8,906.48	0.00	0.00	13,184,178	13,184,178

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Government (Civic Center)	8.90	13.30	7.40	75.00	20.00	5.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	2,603.90	2,603.90	0.06	0.02	2,612.35
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	2,603.90	2,603.90	0.06	0.02	2,612.35
NaturalGas Mitigated	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.06	186.06	0.00	0.00	187.19
NaturalGas Unmitigated	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.06	186.06	0.00	0.00	187.19
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Govemment (Civic Center)	3.48667e+006	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.06	186.06	0.00	0.00	187.19
Total		**0.02**	**0.17**	**0.14**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**186.06**	**186.06**	**0.00**	**0.00**	**187.19**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Government (Civic Center)	3.48667e+006	0.02	0.17	0.14	0.00		0.00	0.01		0.00	0.01	0.00	186.06	186.06	0.00	0.00	187.19
Total		**0.02**	**0.17**	**0.14**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**186.06**	**186.06**	**0.00**	**0.00**	**187.19**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Government (Civic Center)	4.63507e+006					2,603.90	0.06	0.02	2,612.35
Total						**2,603.90**	**0.06**	**0.02**	**2,612.35**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Government (Civic Center)	4.63507e+006					2,603.90	0.06	0.02	2,612.35
Total						**2,603.90**	**0.06**	**0.02**	**2,612.35**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.52	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	1.52	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.37					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.15					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.52**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.37					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.15					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.52**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					706.70	1.95	0.05	764.49
Unmitigated					706.70	1.95	0.05	764.49
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Government (Civic Center)	63.3724 / 38.8412					706.70	1.95	0.05	764.49
Total						**706.70**	**1.95**	**0.05**	**764.49**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Government (Civic Center)	63.3724 / 38.8412					706.70	1.95	0.05	764.49
Total						**706.70**	**1.95**	**0.05**	**764.49**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					369.10	21.81	0.00	827.17
Unmitigated					369.10	21.81	0.00	827.17
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Government (Civic Center)	1818.3					369.10	21.81	0.00	827.17
Total						**369.10**	**21.81**	**0.00**	**827.17**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Government (Civic Center)	1818.3					369.10	21.81	0.00	827.17
Total						**369.10**	**21.81**	**0.00**	**827.17**

9.0 Vegetation

Parker Center - alt 3 demolition

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government (Civic Center)	319	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - 8 months of demo

Off-road Equipment - air compressor, crawler tractor (2 hydraulic breakers and 2 shears)

Demolition -

Construction Off-road Equipment Mitigation - water 3x daily

Grading -

Trips and VMT - 1451+8371=9822

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	16.71	121.33	86.45	0.17	231.04	7.08	238.12	0.18	7.08	7.25	0.00	17,553.78	0.00	1.41	0.00	17,583.32
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	16.71	121.33	86.45	0.17	229.94	7.08	237.01	0.18	7.08	7.25	0.00	17,553.78	0.00	1.41	0.00	17,583.32
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,123.83		0.02	0.02	1,130.67
Mobile	31.43	71.04	273.67	0.59	61.11	3.28	64.40	0.87	3.13	3.99		53,858.59		2.12		53,903.02
Total	**39.87**	**71.98**	**274.46**	**0.60**	**61.11**	**3.28**	**64.47**	**0.87**	**3.13**	**4.06**		**54,982.42**		**2.14**	**0.02**	**55,033.69**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,123.83		0.02	0.02	1,130.67
Mobile	31.43	71.04	273.67	0.59	61.11	3.28	64.40	0.87	3.13	3.99		53,858.59		2.12		53,903.02
Total	**39.87**	**71.98**	**274.46**	**0.60**	**61.11**	**3.28**	**64.47**	**0.87**	**3.13**	**4.06**		**54,982.42**		**2.14**	**0.02**	**55,033.69**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.82	0.00	1.82	0.00	0.00	0.00						0.00
Off-Road	14.19	98.84	71.29	0.12		6.11	6.11		6.11	6.11		12,317.78		1.27		12,344.48
Total	**14.19**	**98.84**	**71.29**	**0.12**	**1.82**	**6.11**	**7.93**	**0.00**	**6.11**	**6.11**		**12,317.78**		**1.27**		**12,344.48**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.33	22.32	13.01	0.05	228.69	0.95	229.64	0.16	0.95	1.11		4,808.75		0.11		4,811.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.19	0.18	2.15	0.00	0.54	0.02	0.56	0.02	0.02	0.04		427.26		0.02		427.72
Total	**2.52**	**22.50**	**15.16**	**0.05**	**229.23**	**0.97**	**230.20**	**0.18**	**0.97**	**1.15**		**5,236.01**		**0.13**		**5,238.84**

3.2 Demolition - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.71	0.00	0.71	0.00	0.00	0.00						0.00
Off-Road	14.19	98.84	71.29	0.12		6.11	6.11		6.11	6.11	0.00	12,317.78		1.27		12,344.48
Total	**14.19**	**98.84**	**71.29**	**0.12**	**0.71**	**6.11**	**6.82**	**0.00**	**6.11**	**6.11**	**0.00**	**12,317.78**		**1.27**		**12,344.48**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.33	22.32	13.01	0.05	228.69	0.95	229.64	0.16	0.95	1.11		4,808.75		0.11		4,811.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.19	0.18	2.15	0.00	0.54	0.02	0.56	0.02	0.02	0.04		427.26		0.02		427.72
Total	**2.52**	**22.50**	**15.16**	**0.05**	**229.23**	**0.97**	**230.20**	**0.18**	**0.97**	**1.15**		**5,236.01**		**0.13**		**5,238.84**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	31.43	71.04	273.67	0.59	61.11	3.28	64.40	0.87	3.13	3.99		53,858.59		2.12		53,903.02
Unmitigated	31.43	71.04	273.67	0.59	61.11	3.28	64.40	0.87	3.13	3.99		53,858.59		2.12		53,903.02
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Government (Civic Center)	8,906.48	0.00	0.00	13,184,178	13,184,178
Total	8,906.48	0.00	0.00	13,184,178	13,184,178

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Government (Civic Center)	8.90	13.30	7.40	75.00	20.00	5.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,123.83		0.02	0.02	1,130.67
NaturalGas Unmitigated	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,123.83		0.02	0.02	1,130.67
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Government (Civic Center)	9552.52	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,123.83		0.02	0.02	1,130.67
Total		**0.10**	**0.94**	**0.79**	**0.01**		**0.00**	**0.07**		**0.00**	**0.07**		**1,123.83**		**0.02**	**0.02**	**1,130.67**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Government (Civic Center)	9.55252	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,123.83		0.02	0.02	1,130.67
Total		**0.10**	**0.94**	**0.79**	**0.01**		**0.00**	**0.07**		**0.00**	**0.07**		**1,123.83**		**0.02**	**0.02**	**1,130.67**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	8.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.02					0.00	0.00		0.00	0.00						0.00
Consumer Products	6.32					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**8.34**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.02					0.00	0.00		0.00	0.00						0.00
Consumer Products	6.32					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**8.34**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Parker Center - alt 3 demolition

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government (Civic Center)	319	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - 8 months of demo

Off-road Equipment - electric ac and saws

Trips and VMT - 1451+8371=9822

Demolition -

Grading -

Construction Off-road Equipment Mitigation - water 3x daily, tier 3

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	11.58	80.62	57.03	0.10	35.95	4.61	40.56	0.04	4.61	4.65	0.00	10,565.54	0.00	1.03	0.00	10,587.15
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	7.68	49.09	57.48	0.10	34.85	3.71	38.56	0.04	3.71	3.75	0.00	10,565.54	0.00	1.03	0.00	10,587.15
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,123.83		0.02	0.02	1,130.67
Mobile	31.43	71.04	273.67	0.59	61.11	3.28	64.40	0.87	3.13	3.99		53,858.59		2.12		53,903.02
Total	**39.87**	**71.98**	**274.46**	**0.60**	**61.11**	**3.28**	**64.47**	**0.87**	**3.13**	**4.06**		**54,982.42**		**2.14**	**0.02**	**55,033.69**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,123.83		0.02	0.02	1,130.67
Mobile	31.43	71.04	273.67	0.59	61.11	3.28	64.40	0.87	3.13	3.99		53,858.59		2.12		53,903.02
Total	**39.87**	**71.98**	**274.46**	**0.60**	**61.11**	**3.28**	**64.47**	**0.87**	**3.13**	**4.06**		**54,982.42**		**2.14**	**0.02**	**55,033.69**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.82	0.00	1.82	0.00	0.00	0.00						0.00
Off-Road	11.11	77.20	53.69	0.09		4.46	4.46		4.46	4.46		9,574.37		1.00		9,595.33
Total	**11.11**	**77.20**	**53.69**	**0.09**	**1.82**	**4.46**	**6.28**	**0.00**	**4.46**	**4.46**		**9,574.37**		**1.00**		**9,595.33**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.34	3.30	1.92	0.01	33.78	0.14	33.93	0.02	0.14	0.16		710.39		0.02		710.74
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.13	0.12	1.42	0.00	0.35	0.01	0.37	0.01	0.01	0.03		280.77		0.01		281.08
Total	**0.47**	**3.42**	**3.34**	**0.01**	**34.13**	**0.15**	**34.30**	**0.03**	**0.15**	**0.19**		**991.16**		**0.03**		**991.82**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.71	0.00	0.71	0.00	0.00	0.00						0.00
Off-Road	7.21	45.67	54.15	0.09		3.56	3.56		3.56	3.56	0.00	9,574.37		1.00		9,595.33
Total	**7.21**	**45.67**	**54.15**	**0.09**	**0.71**	**3.56**	**4.27**	**0.00**	**3.56**	**3.56**	**0.00**	**9,574.37**		**1.00**		**9,595.33**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.34	3.30	1.92	0.01	33.78	0.14	33.93	0.02	0.14	0.16		710.39		0.02		710.74
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.13	0.12	1.42	0.00	0.35	0.01	0.37	0.01	0.01	0.03		280.77		0.01		281.08
Total	**0.47**	**3.42**	**3.34**	**0.01**	**34.13**	**0.15**	**34.30**	**0.03**	**0.15**	**0.19**		**991.16**		**0.03**		**991.82**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	31.43	71.04	273.67	0.59	61.11	3.28	64.40	0.87	3.13	3.99		53,858.59		2.12		53,903.02
Unmitigated	31.43	71.04	273.67	0.59	61.11	3.28	64.40	0.87	3.13	3.99		53,858.59		2.12		53,903.02
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Government (Civic Center)	8,906.48	0.00	0.00	13,184,178	13,184,178
Total	8,906.48	0.00	0.00	13,184,178	13,184,178

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Government (Civic Center)	8.90	13.30	7.40	75.00	20.00	5.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,123.83		0.02	0.02	1,130.67
NaturalGas Unmitigated	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,123.83		0.02	0.02	1,130.67
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Government (Civic Center)	9552.52	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,123.83		0.02	0.02	1,130.67
Total		**0.10**	**0.94**	**0.79**	**0.01**		**0.00**	**0.07**		**0.00**	**0.07**		**1,123.83**		**0.02**	**0.02**	**1,130.67**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Government (Civic Center)	9.55252	0.10	0.94	0.79	0.01		0.00	0.07		0.00	0.07		1,123.83		0.02	0.02	1,130.67
Total		**0.10**	**0.94**	**0.79**	**0.01**		**0.00**	**0.07**		**0.00**	**0.07**		**1,123.83**		**0.02**	**0.02**	**1,130.67**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	8.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.02					0.00	0.00		0.00	0.00						0.00
Consumer Products	6.32					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**8.34**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.02					0.00	0.00		0.00	0.00						0.00
Consumer Products	6.32					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**8.34**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Parker Center - alt 3 office bldg

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	733.2	1000sqft
General Office Building	20.53	1000sqft
Parking Structure	1173	Space
User Defined Recreational	1	User Defined Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - total of 753730 ft2 bw 2 bldgs - office tower 733200 ft2, amenity bldg 20530 ft2, 4 story parking structure for 1173 spots, lap swimming pool

Construction Phase -

Off-road Equipment -

Demolition -

Grading - 7.5 acres site

Construction Off-road Equipment Mitigation - water 3x daily

Off-road Equipment -

Trips and VMT -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	1.05	6.65	7.46	0.02	0.87	0.33	1.20	0.09	0.33	0.42	0.00	1,491.33	1,491.33	0.08	0.00	1,493.03
2017	14.64	2.78	3.42	0.01	0.40	0.15	0.54	0.02	0.15	0.17	0.00	695.77	695.77	0.04	0.00	696.51
Total	**15.69**	**9.43**	**10.88**	**0.03**	**1.27**	**0.48**	**1.74**	**0.11**	**0.48**	**0.59**	**0.00**	**2,187.10**	**2,187.10**	**0.12**	**0.00**	**2,189.54**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	1.05	6.65	7.46	0.02	0.82	0.33	1.14	0.06	0.33	0.39	0.00	1,491.33	1,491.33	0.08	0.00	1,493.03
2017	14.64	2.78	3.42	0.01	0.40	0.15	0.54	0.02	0.15	0.17	0.00	695.77	695.77	0.04	0.00	696.51
Total	**15.69**	**9.43**	**10.88**	**0.03**	**1.22**	**0.48**	**1.68**	**0.08**	**0.48**	**0.56**	**0.00**	**2,187.10**	**2,187.10**	**0.12**	**0.00**	**2,189.54**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.84	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.04	0.40	0.34	0.00		0.00	0.03		0.00	0.03	0.00	6,592.10	6,592.10	0.15	0.06	6,614.75
Mobile	5.18	12.66	49.58	0.11	10.83	0.64	11.47	0.17	0.61	0.78	0.00	9,145.10	9,145.10	0.35	0.00	9,152.49
Waste						0.00	0.00		0.00	0.00	142.29	0.00	142.29	8.41	0.00	318.88
Water						0.00	0.00		0.00	0.00	0.00	1,493.90	1,493.90	4.12	0.11	1,616.05
Total	**11.06**	**13.06**	**49.92**	**0.11**	**10.83**	**0.64**	**11.50**	**0.17**	**0.61**	**0.81**	**142.29**	**17,231.10**	**17,373.39**	**13.03**	**0.17**	**17,702.17**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.84	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.04	0.40	0.34	0.00		0.00	0.03		0.00	0.03	0.00	6,592.10	6,592.10	0.15	0.06	6,614.75
Mobile	5.18	12.66	49.58	0.11	10.83	0.64	11.47	0.17	0.61	0.78	0.00	9,145.10	9,145.10	0.35	0.00	9,152.49
Waste						0.00	0.00		0.00	0.00	142.29	0.00	142.29	8.41	0.00	318.88
Water						0.00	0.00		0.00	0.00	0.00	1,493.90	1,493.90	4.12	0.11	1,616.05
Total	**11.06**	**13.06**	**49.92**	**0.11**	**10.83**	**0.64**	**11.50**	**0.17**	**0.61**	**0.81**	**142.29**	**17,231.10**	**17,373.39**	**13.03**	**0.17**	**17,702.17**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.09	0.00	0.09	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.15	1.14	0.71	0.00		0.05	0.05		0.05	0.05	0.00	147.69	147.69	0.01	0.00	147.95
Total	**0.15**	**1.14**	**0.71**	**0.00**	**0.09**	**0.05**	**0.14**	**0.05**	**0.05**	**0.10**	**0.00**	**147.69**	**147.69**	**0.01**	**0.00**	**147.95**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.15	3.15	0.00	0.00	3.15
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.15**	**3.15**	**0.00**	**0.00**	**3.15**

3.2 Grading - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.04	0.00	0.04	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.15	1.14	0.71	0.00		0.05	0.05		0.05	0.05	0.00	147.69	147.69	0.01	0.00	147.95
Total	**0.15**	**1.14**	**0.71**	**0.00**	**0.04**	**0.05**	**0.09**	**0.02**	**0.05**	**0.07**	**0.00**	**147.69**	**147.69**	**0.01**	**0.00**	**147.95**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.15	3.15	0.00	0.00	3.15
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.15**	**3.15**	**0.00**	**0.00**	**3.15**

3.3 Bldg Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.40	2.66	2.29	0.00		0.16	0.16		0.16	0.16	0.00	368.29	368.29	0.03	0.00	368.97
Total	**0.40**	**2.66**	**2.29**	**0.00**		**0.16**	**0.16**		**0.16**	**0.16**	**0.00**	**368.29**	**368.29**	**0.03**	**0.00**	**368.97**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.25	2.60	1.84	0.01	0.17	0.09	0.26	0.01	0.09	0.11	0.00	508.88	508.88	0.01	0.00	509.12
Worker	0.24	0.24	2.61	0.01	0.61	0.02	0.63	0.03	0.02	0.05	0.00	463.31	463.31	0.02	0.00	463.83
Total	**0.49**	**2.84**	**4.45**	**0.02**	**0.78**	**0.11**	**0.89**	**0.04**	**0.11**	**0.16**	**0.00**	**972.19**	**972.19**	**0.03**	**0.00**	**972.95**

3.3 Bldg Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.40	2.66	2.29	0.00		0.16	0.16		0.16	0.16	0.00	368.29	368.29	0.03	0.00	368.97
Total	**0.40**	**2.66**	**2.29**	**0.00**		**0.16**	**0.16**		**0.16**	**0.16**	**0.00**	**368.29**	**368.29**	**0.03**	**0.00**	**368.97**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.25	2.60	1.84	0.01	0.17	0.09	0.26	0.01	0.09	0.11	0.00	508.88	508.88	0.01	0.00	509.12
Worker	0.24	0.24	2.61	0.01	0.61	0.02	0.63	0.03	0.02	0.05	0.00	463.31	463.31	0.02	0.00	463.83
Total	**0.49**	**2.84**	**4.45**	**0.02**	**0.78**	**0.11**	**0.89**	**0.04**	**0.11**	**0.16**	**0.00**	**972.19**	**972.19**	**0.03**	**0.00**	**972.95**

3.3 Bldg Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.18	1.19	1.12	0.00		0.07	0.07		0.07	0.07	0.00	181.40	181.40	0.01	0.00	181.70
Total	**0.18**	**1.19**	**1.12**	**0.00**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**181.40**	**181.40**	**0.01**	**0.00**	**181.70**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.11	1.19	0.84	0.00	0.08	0.04	0.12	0.01	0.04	0.05	0.00	251.14	251.14	0.01	0.00	251.24
Worker	0.11	0.11	1.18	0.00	0.30	0.01	0.31	0.01	0.01	0.02	0.00	223.63	223.63	0.01	0.00	223.87
Total	**0.22**	**1.30**	**2.02**	**0.00**	**0.38**	**0.05**	**0.43**	**0.02**	**0.05**	**0.07**	**0.00**	**474.77**	**474.77**	**0.02**	**0.00**	**475.11**

3.3 Bldg Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.18	1.19	1.12	0.00		0.07	0.07		0.07	0.07	0.00	181.40	181.40	0.01	0.00	181.70
Total	**0.18**	**1.19**	**1.12**	**0.00**		**0.07**	**0.07**		**0.07**	**0.07**	**0.00**	**181.40**	**181.40**	**0.01**	**0.00**	**181.70**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.11	1.19	0.84	0.00	0.08	0.04	0.12	0.01	0.04	0.05	0.00	251.14	251.14	0.01	0.00	251.24
Worker	0.11	0.11	1.18	0.00	0.30	0.01	0.31	0.01	0.01	0.02	0.00	223.63	223.63	0.01	0.00	223.87
Total	**0.22**	**1.30**	**2.02**	**0.00**	**0.38**	**0.05**	**0.43**	**0.02**	**0.05**	**0.07**	**0.00**	**474.77**	**474.77**	**0.02**	**0.00**	**475.11**

3.4 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.26	0.20	0.00		0.02	0.02		0.02	0.02	0.00	26.46	26.46	0.00	0.00	26.53
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.04**	**0.26**	**0.20**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**26.46**	**26.46**	**0.00**	**0.00**	**26.53**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.54	1.54	0.00	0.00	1.55
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.54**	**1.54**	**0.00**	**0.00**	**1.55**

3.4 Paving - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.26	0.20	0.00		0.02	0.02		0.02	0.02	0.00	26.46	26.46	0.00	0.00	26.53
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.04**	**0.26**	**0.20**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**26.46**	**26.46**	**0.00**	**0.00**	**26.53**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.54	1.54	0.00	0.00	1.55
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.54**	**1.54**	**0.00**	**0.00**	**1.55**

3.5 Arch Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	14.18					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**14.18**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	9.06	9.06	0.00	0.00	9.07
Total	**0.00**	**0.00**	**0.05**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**9.06**	**9.06**	**0.00**	**0.00**	**9.07**

3.5 Arch Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	14.18					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**14.18**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	9.06	9.06	0.00	0.00	9.07
Total	**0.00**	**0.00**	**0.05**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**9.06**	**9.06**	**0.00**	**0.00**	**9.07**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.18	12.66	49.58	0.11	10.83	0.64	11.47	0.17	0.61	0.78	0.00	9,145.10	9,145.10	0.35	0.00	9,152.49
Unmitigated	5.18	12.66	49.58	0.11	10.83	0.64	11.47	0.17	0.61	0.78	0.00	9,145.10	9,145.10	0.35	0.00	9,152.49
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	8,072.53	1,737.68	718.54	19,534,520	19,534,520
General Office Building	226.04	48.66	20.12	546,977	546,977
Parking Structure	0.00	0.00	0.00		
User Defined Recreational	0.00	0.00	0.00		
Total	8,298.57	1,786.34	738.66	20,081,497	20,081,497

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00
Parking Structure	8.90	13.30	7.40	0.00	0.00	0.00
User Defined Recreational	8.90	13.30	7.40	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	6,152.48	6,152.48	0.14	0.05	6,172.44
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	6,152.48	6,152.48	0.14	0.05	6,172.44
NaturalGas Mitigated	0.04	0.40	0.34	0.00		0.00	0.03		0.00	0.03	0.00	439.63	439.63	0.01	0.01	442.30
NaturalGas Unmitigated	0.04	0.40	0.34	0.00		0.00	0.03		0.00	0.03	0.00	439.63	439.63	0.01	0.01	442.30
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	224393	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	11.97	11.97	0.00	0.00	12.05
General Office Building	8.01388e+006	0.04	0.39	0.33	0.00		0.00	0.03		0.00	0.03	0.00	427.65	427.65	0.01	0.01	430.25
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.04**	**0.40**	**0.34**	**0.00**		**0.00**	**0.03**		**0.00**	**0.03**	**0.00**	**439.62**	**439.62**	**0.01**	**0.01**	**442.30**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	224393	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	11.97	11.97	0.00	0.00	12.05
General Office Building	8.01388e+006	0.04	0.39	0.33	0.00		0.00	0.03		0.00	0.03	0.00	427.65	427.65	0.01	0.01	430.25
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Recreational	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.04**	**0.40**	**0.34**	**0.00**		**0.00**	**0.03**		**0.00**	**0.03**	**0.00**	**439.62**	**439.62**	**0.01**	**0.01**	**442.30**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	1.06534e+007					5,984.90	0.14	0.05	6,004.32
General Office Building	298301					167.58	0.00	0.00	168.12
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Recreational	0					0.00	0.00	0.00	0.00
Total						**6,152.48**	**0.14**	**0.05**	**6,172.44**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	1.06534e+007					5,984.90	0.14	0.05	6,004.32
General Office Building	298301					167.58	0.00	0.00	168.12
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Recreational	0					0.00	0.00	0.00	0.00
Total						**6,152.48**	**0.14**	**0.05**	**6,172.44**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.84	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	5.84	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.42					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	4.43					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**5.85**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.42					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	4.43					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**5.85**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1,493.90	4.12	0.11	1,616.05
Unmitigated					1,493.90	4.12	0.11	1,616.05
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	133.963 / 82.1065					1,493.90	4.12	0.11	1,616.05
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
User Defined Recreational	0 / 0					0.00	0.00	0.00	0.00
Total						**1,493.90**	**4.12**	**0.11**	**1,616.05**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	133.963 / 82.1065					1,493.90	4.12	0.11	1,616.05
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
User Defined Recreational	0 / 0					0.00	0.00	0.00	0.00
Total						**1,493.90**	**4.12**	**0.11**	**1,616.05**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					142.29	8.41	0.00	318.88
Unmitigated					142.29	8.41	0.00	318.88
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	700.97					142.29	8.41	0.00	318.88
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Recreational	0					0.00	0.00	0.00	0.00
Total						**142.29**	**8.41**	**0.00**	**318.88**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	700.97					142.29	8.41	0.00	318.88
Parking Structure	0					0.00	0.00	0.00	0.00
User Defined Recreational	0					0.00	0.00	0.00	0.00
Total						**142.29**	**8.41**	**0.00**	**318.88**

9.0 Vegetation

Parker Center - alt 3 office bldg

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	733.2	1000sqft
General Office Building	20.53	1000sqft
Parking Structure	1173	Space
User Defined Recreational	1	User Defined Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - total of 753730 ft2 bw 2 bldgs - office tower 733200 ft2, amenity bldg 20530 ft2, 4 story parking structure for 1173 spots, lap swimming pool

Construction Phase -

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Demolition -

Grading - 7.5 acres site

Construction Off-road Equipment Mitigation - water 3x daily, tier 3

Architectural Coating - low voc

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	10.06	76.40	66.41	0.15	8.61	3.44	11.34	3.32	3.44	6.77	0.00	14,999.04	0.00	0.90	0.00	15,017.99
2017	57.50	50.26	62.90	0.15	8.61	2.45	11.06	0.40	2.45	2.84	0.00	14,903.47	0.00	0.70	0.00	14,918.15
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	8.40	50.35	68.54	0.15	8.61	3.44	11.55	1.30	3.44	4.74	0.00	14,999.04	0.00	0.90	0.00	15,017.99
2017	57.42	46.70	65.19	0.15	8.61	2.85	11.47	0.40	2.85	3.25	0.00	14,903.47	0.00	0.70	0.00	14,918.15
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	32.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.24	2.21	1.86	0.01		0.00	0.17		0.00	0.17		2,655.36		0.05	0.05	2,671.52
Mobile	38.55	90.97	362.48	0.83	87.74	4.61	92.35	1.24	4.39	5.63		76,264.21		2.89		76,324.99
Total	**70.81**	**93.18**	**364.34**	**0.84**	**87.74**	**4.61**	**92.52**	**1.24**	**4.39**	**5.80**		**78,919.57**		**2.94**	**0.05**	**78,996.51**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	32.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.24	2.21	1.86	0.01		0.00	0.17		0.00	0.17		2,655.36		0.05	0.05	2,671.52
Mobile	38.55	90.97	362.48	0.83	87.74	4.61	92.35	1.24	4.39	5.63		76,264.21		2.89		76,324.99
Total	**70.81**	**93.18**	**364.34**	**0.84**	**87.74**	**4.61**	**92.52**	**1.24**	**4.39**	**5.80**		**78,919.57**		**2.94**	**0.05**	**78,996.51**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.29	0.00	6.29	3.31	0.00	3.31						0.00
Off-Road	9.95	76.30	47.43	0.10		3.43	3.43		3.43	3.43		10,856.65		0.89		10,875.33
Total	**9.95**	**76.30**	**47.43**	**0.10**	**6.29**	**3.43**	**9.72**	**3.31**	**3.43**	**6.74**		**10,856.65**		**0.89**		**10,875.33**

3.2 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.10	1.23	0.00	0.31	0.01	0.32	0.01	0.01	0.02		244.15		0.01		244.41
Total	**0.11**	**0.10**	**1.23**	**0.00**	**0.31**	**0.01**	**0.32**	**0.01**	**0.01**	**0.02**		**244.15**		**0.01**		**244.41**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.45	0.00	2.45	1.29	0.00	1.29						0.00
Off-Road	7.79	50.25	56.65	0.10		3.43	3.43		3.43	3.43	0.00	10,856.65		0.89		10,875.33
Total	**7.79**	**50.25**	**56.65**	**0.10**	**2.45**	**3.43**	**5.88**	**1.29**	**3.43**	**4.72**	**0.00**	**10,856.65**		**0.89**		**10,875.33**

3.2 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.10	1.23	0.00	0.31	0.01	0.32	0.01	0.01	0.02		244.15		0.01		244.41
Total	**0.11**	**0.10**	**1.23**	**0.00**	**0.31**	**0.01**	**0.32**	**0.01**	**0.01**	**0.02**		**244.15**		**0.01**		**244.41**

3.3 Bldg Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.99	26.52	22.80	0.04		1.58	1.58		1.58	1.58		4,040.61		0.36		4,048.10
Total	**3.99**	**26.52**	**22.80**	**0.04**		**1.58**	**1.58**		**1.58**	**1.58**		**4,040.61**		**0.36**		**4,048.10**

3.3 Bldg Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	2.45	26.04	16.59	0.05	1.87	0.89	2.77	0.14	0.89	1.04		5,599.43		0.12		5,601.96
Worker	2.41	2.24	27.01	0.06	6.74	0.25	6.99	0.25	0.25	0.50		5,359.00		0.28		5,364.87
Total	**4.86**	**28.28**	**43.60**	**0.11**	**8.61**	**1.14**	**9.76**	**0.39**	**1.14**	**1.54**		**10,958.43**		**0.40**		**10,966.83**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.55	20.53	24.94	0.04		1.79	1.79		1.79	1.79	0.00	4,040.61		0.36		4,048.10
Total	**3.55**	**20.53**	**24.94**	**0.04**		**1.79**	**1.79**		**1.79**	**1.79**	**0.00**	**4,040.61**		**0.36**		**4,048.10**

3.3 Bldg Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	2.45	26.04	16.59	0.05	1.87	0.89	2.77	0.14	0.89	1.04		5,599.43		0.12		5,601.96
Worker	2.41	2.24	27.01	0.06	6.74	0.25	6.99	0.25	0.25	0.50		5,359.00		0.28		5,364.87
Total	**4.86**	**28.28**	**43.60**	**0.11**	**8.61**	**1.14**	**9.76**	**0.39**	**1.14**	**1.54**		**10,958.43**		**0.40**		**10,966.83**

3.3 Bldg Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.66	24.08	22.64	0.04		1.39	1.39		1.39	1.39		4,040.61		0.33		4,047.45
Total	**3.66**	**24.08**	**22.64**	**0.04**		**1.39**	**1.39**		**1.39**	**1.39**		**4,040.61**		**0.33**		**4,047.45**

3.3 Bldg Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	2.25	24.12	15.30	0.05	1.87	0.81	2.68	0.14	0.81	0.95		5,610.80		0.11		5,613.13
Worker	2.25	2.05	24.95	0.06	6.74	0.25	6.99	0.25	0.25	0.50		5,252.06		0.26		5,257.57
Total	**4.50**	**26.17**	**40.25**	**0.11**	**8.61**	**1.06**	**9.67**	**0.39**	**1.06**	**1.45**		**10,862.86**		**0.37**		**10,870.70**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.55	20.53	24.94	0.04		1.79	1.79		1.79	1.79	0.00	4,040.61		0.33		4,047.45
Total	**3.55**	**20.53**	**24.94**	**0.04**		**1.79**	**1.79**		**1.79**	**1.79**	**0.00**	**4,040.61**		**0.33**		**4,047.45**

3.3 Bldg Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	2.25	24.12	15.30	0.05	1.87	0.81	2.68	0.14	0.81	0.95		5,610.80		0.11		5,613.13
Worker	2.25	2.05	24.95	0.06	6.74	0.25	6.99	0.25	0.25	0.50		5,252.06		0.26		5,257.57
Total	**4.50**	**26.17**	**40.25**	**0.11**	**8.61**	**1.06**	**9.67**	**0.39**	**1.06**	**1.45**		**10,862.86**		**0.37**		**10,870.70**

3.4 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.29	26.42	20.24	0.03		2.17	2.17		2.17	2.17		2,917.65		0.39		2,925.76
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**4.29**	**26.42**	**20.24**	**0.03**		**2.17**	**2.17**		**2.17**	**2.17**		**2,917.65**		**0.39**		**2,925.76**

3.4 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.07	0.85	0.00	0.23	0.01	0.24	0.01	0.01	0.02		179.46		0.01		179.64
Total	**0.08**	**0.07**	**0.85**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**179.46**		**0.01**		**179.64**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.57	15.40	19.00	0.03		1.54	1.54		1.54	1.54	0.00	2,917.65		0.39		2,925.76
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.57**	**15.40**	**19.00**	**0.03**		**1.54**	**1.54**		**1.54**	**1.54**	**0.00**	**2,917.65**		**0.39**		**2,925.76**

3.4 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.07	0.85	0.00	0.23	0.01	0.24	0.01	0.01	0.02		179.46		0.01		179.64
Total	**0.08**	**0.07**	**0.85**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**179.46**		**0.01**		**179.64**

3.5 Arch Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	56.72					0.00	0.00		0.00	0.00						0.00
Off-Road	0.33	2.18	1.87	0.00		0.17	0.17		0.17	0.17		281.19		0.03		281.81
Total	**57.05**	**2.18**	**1.87**	**0.00**		**0.17**	**0.17**		**0.17**	**0.17**		**281.19**		**0.03**		**281.81**

3.5 Arch Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.45	0.41	5.00	0.01	1.35	0.05	1.40	0.05	0.05	0.10		1,052.80		0.05		1,053.91
Total	**0.45**	**0.41**	**5.00**	**0.01**	**1.35**	**0.05**	**1.40**	**0.05**	**0.05**	**0.10**		**1,052.80**		**0.05**		**1,053.91**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	56.72					0.00	0.00		0.00	0.00						0.00
Off-Road	0.25	1.48	1.83	0.00		0.15	0.15		0.15	0.15	0.00	281.19		0.03		281.81
Total	**56.97**	**1.48**	**1.83**	**0.00**		**0.15**	**0.15**		**0.15**	**0.15**	**0.00**	**281.19**		**0.03**		**281.81**

3.5 Arch Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.45	0.41	5.00	0.01	1.35	0.05	1.40	0.05	0.05	0.10		1,052.80		0.05		1,053.91
Total	**0.45**	**0.41**	**5.00**	**0.01**	**1.35**	**0.05**	**1.40**	**0.05**	**0.05**	**0.10**		**1,052.80**		**0.05**		**1,053.91**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	38.55	90.97	362.48	0.83	87.74	4.61	92.35	1.24	4.39	5.63		76,264.21		2.89		76,324.99
Unmitigated	38.55	90.97	362.48	0.83	87.74	4.61	92.35	1.24	4.39	5.63		76,264.21		2.89		76,324.99
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	8,072.53	1,737.68	718.54	19,534,520	19,534,520
General Office Building	226.04	48.66	20.12	546,977	546,977
Parking Structure	0.00	0.00	0.00		
User Defined Recreational	0.00	0.00	0.00		
Total	8,298.57	1,786.34	738.66	20,081,497	20,081,497

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Structure	8.90	13.30	7.40	0.00	0.00	0.00
User Defined Recreational	8.90	13.30	7.40	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.24	2.21	1.86	0.01		0.00	0.17		0.00	0.17		2,655.36		0.05	0.05	2,671.52
NaturalGas Unmitigated	0.24	2.21	1.86	0.01		0.00	0.17		0.00	0.17		2,655.36		0.05	0.05	2,671.52
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	21955.8	0.24	2.15	1.81	0.01		0.00	0.16		0.00	0.16		2,583.04		0.05	0.05	2,598.76
General Office Building	614.775	0.01	0.06	0.05	0.00		0.00	0.00		0.00	0.00		72.33		0.00	0.00	72.77
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
User Defined Recreational	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.25**	**2.21**	**1.86**	**0.01**		**0.00**	**0.16**		**0.00**	**0.16**		**2,655.37**		**0.05**	**0.05**	**2,671.53**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	0.614775	0.01	0.06	0.05	0.00		0.00	0.00		0.00	0.00		72.33		0.00	0.00	72.77
General Office Building	21.9558	0.24	2.15	1.81	0.01		0.00	0.16		0.00	0.16		2,583.04		0.05	0.05	2,598.76
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
User Defined Recreational	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.25**	**2.21**	**1.86**	**0.01**		**0.00**	**0.16**		**0.00**	**0.16**		**2,655.37**		**0.05**	**0.05**	**2,671.53**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	32.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	32.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.77					0.00	0.00		0.00	0.00						0.00
Consumer Products	24.25					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**32.02**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.77					0.00	0.00		0.00	0.00						0.00
Consumer Products	24.25					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**32.02**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Parker Center - Alt 3 Operations

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government (Civic Center)	712.5	1000sqft
Day-Care Center	2.5	1000sqft
Strip Mall	35	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - traffic

Vehicle Trips - traffic w mitigation

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	1.41	9.62	7.99	0.01	0.66	0.53	1.19	0.13	0.53	0.66	0.00	1,206.58	1,206.58	0.11	0.00	1,208.87
2012	9.24	3.49	3.27	0.01	0.23	0.21	0.44	0.01	0.21	0.22	0.00	508.07	508.07	0.04	0.00	508.96
Total	**10.65**	**13.11**	**11.26**	**0.02**	**0.89**	**0.74**	**1.63**	**0.14**	**0.74**	**0.88**	**0.00**	**1,714.65**	**1,714.65**	**0.15**	**0.00**	**1,717.83**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	1.41	9.62	7.99	0.01	0.24	0.53	0.77	0.13	0.53	0.66	0.00	1,206.58	1,206.58	0.11	0.00	1,208.87
2012	9.24	3.49	3.27	0.01	0.01	0.21	0.22	0.01	0.21	0.22	0.00	508.07	508.07	0.04	0.00	508.96
Total	**10.65**	**13.11**	**11.26**	**0.02**	**0.25**	**0.74**	**0.99**	**0.14**	**0.74**	**0.88**	**0.00**	**1,714.65**	**1,714.65**	**0.15**	**0.00**	**1,717.83**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.58	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.04	0.39	0.32	0.00		0.00	0.03		0.00	0.03	0.00	6,543.83	6,543.83	0.15	0.06	6,566.25
Mobile	6.06	14.25	54.72	0.12	11.51	0.67	12.18	0.18	0.65	0.83	0.00	9,572.09	9,572.09	0.37	0.00	9,579.90
Waste						0.00	0.00		0.00	0.00	832.52	0.00	832.52	49.20	0.00	1,865.72
Water						0.00	0.00		0.00	0.00	0.00	1,609.87	1,609.87	4.44	0.12	1,741.40
Total	**9.68**	**14.64**	**55.04**	**0.12**	**11.51**	**0.67**	**12.21**	**0.18**	**0.65**	**0.86**	**832.52**	**17,725.79**	**18,558.31**	**54.16**	**0.18**	**19,753.27**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.58	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.04	0.39	0.32	0.00		0.00	0.03		0.00	0.03	0.00	6,357.85	6,357.85	0.15	0.06	6,379.67
Mobile	6.06	14.25	54.72	0.12	11.51	0.67	12.18	0.18	0.65	0.83	0.00	9,572.09	9,572.09	0.37	0.00	9,579.90
Waste						0.00	0.00		0.00	0.00	624.39	0.00	624.39	36.90	0.00	1,399.29
Water						0.00	0.00		0.00	0.00	0.00	1,479.25	1,479.25	3.89	0.11	1,594.75
Total	**9.68**	**14.64**	**55.04**	**0.12**	**11.51**	**0.67**	**12.21**	**0.18**	**0.65**	**0.86**	**624.39**	**17,409.19**	**18,033.58**	**41.31**	**0.17**	**18,953.61**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.80	0.46	0.00		0.04	0.04		0.04	0.04	0.00	68.12	68.12	0.01	0.00	68.29
Total	**0.10**	**0.80**	**0.46**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**68.12**	**68.12**	**0.01**	**0.00**	**68.29**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	1.72	0.00	0.00	1.73
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.72**	**1.72**	**0.00**	**0.00**	**1.73**

3.2 Demolition - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.80	0.46	0.00		0.04	0.04		0.04	0.04	0.00	68.12	68.12	0.01	0.00	68.29
Total	**0.10**	**0.80**	**0.46**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**68.12**	**68.12**	**0.01**	**0.00**	**68.29**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	1.72	0.00	0.00	1.73
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.72**	**1.72**	**0.00**	**0.00**	**1.73**

3.3 Site Preparation - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.09	0.00	0.09	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.45	0.25	0.00		0.02	0.02		0.02	0.02	0.00	36.27	36.27	0.00	0.00	36.36
Total	**0.05**	**0.45**	**0.25**	**0.00**	**0.09**	**0.02**	**0.11**	**0.05**	**0.02**	**0.07**	**0.00**	**36.27**	**36.27**	**0.00**	**0.00**	**36.36**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.03	1.03	0.00	0.00	1.04
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.03**	**1.03**	**0.00**	**0.00**	**1.04**

3.3 Site Preparation - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.09	0.00	0.09	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.45	0.25	0.00		0.02	0.02		0.02	0.02	0.00	36.27	36.27	0.00	0.00	36.36
Total	**0.05**	**0.45**	**0.25**	**0.00**	**0.09**	**0.02**	**0.11**	**0.05**	**0.02**	**0.07**	**0.00**	**36.27**	**36.27**	**0.00**	**0.00**	**36.36**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.03	1.03	0.00	0.00	1.04
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.03**	**1.03**	**0.00**	**0.00**	**1.04**

3.4 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.13	0.00	0.13	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.20	1.66	0.87	0.00		0.08	0.08		0.08	0.08	0.00	147.69	147.69	0.02	0.00	148.03
Total	**0.20**	**1.66**	**0.87**	**0.00**	**0.13**	**0.08**	**0.21**	**0.05**	**0.08**	**0.13**	**0.00**	**147.69**	**147.69**	**0.02**	**0.00**	**148.03**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.45	3.45	0.00	0.00	3.45
Total	**0.00**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.45**	**3.45**	**0.00**	**0.00**	**3.45**

3.4 Grading - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.13	0.00	0.13	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.20	1.66	0.87	0.00		0.08	0.08		0.08	0.08	0.00	147.69	147.69	0.02	0.00	148.03
Total	**0.20**	**1.66**	**0.87**	**0.00**	**0.13**	**0.08**	**0.21**	**0.05**	**0.08**	**0.13**	**0.00**	**147.69**	**147.69**	**0.02**	**0.00**	**148.03**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.45	3.45	0.00	0.00	3.45
Total	**0.00**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.45**	**3.45**	**0.00**	**0.00**	**3.45**

3.5 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.61	4.02	2.40	0.00		0.28	0.28		0.28	0.28	0.00	366.46	366.46	0.05	0.00	367.50
Total	**0.61**	**4.02**	**2.40**	**0.00**		**0.28**	**0.28**		**0.28**	**0.28**	**0.00**	**366.46**	**366.46**	**0.05**	**0.00**	**367.50**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.25	2.48	1.81	0.00	0.10	0.09	0.20	0.01	0.09	0.10	0.00	306.04	306.04	0.01	0.00	306.28
Worker	0.19	0.20	2.15	0.00	0.33	0.01	0.34	0.01	0.01	0.03	0.00	275.80	275.80	0.02	0.00	276.20
Total	**0.44**	**2.68**	**3.96**	**0.00**	**0.43**	**0.10**	**0.54**	**0.02**	**0.10**	**0.13**	**0.00**	**581.84**	**581.84**	**0.03**	**0.00**	**582.48**

3.5 Building Construction - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.61	4.02	2.40	0.00		0.28	0.28		0.28	0.28	0.00	366.46	366.46	0.05	0.00	367.50
Total	**0.61**	**4.02**	**2.40**	**0.00**		**0.28**	**0.28**		**0.28**	**0.28**	**0.00**	**366.46**	**366.46**	**0.05**	**0.00**	**367.50**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.25	2.48	1.81	0.00	0.01	0.09	0.10	0.01	0.09	0.10	0.00	306.04	306.04	0.01	0.00	306.28
Worker	0.19	0.20	2.15	0.00	0.01	0.01	0.03	0.01	0.01	0.03	0.00	275.80	275.80	0.02	0.00	276.20
Total	**0.44**	**2.68**	**3.96**	**0.00**	**0.02**	**0.10**	**0.13**	**0.02**	**0.10**	**0.13**	**0.00**	**581.84**	**581.84**	**0.03**	**0.00**	**582.48**

3.5 Building Construction - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.28	1.87	1.19	0.00		0.13	0.13		0.13	0.13	0.00	183.23	183.23	0.02	0.00	183.71
Total	**0.28**	**1.87**	**1.19**	**0.00**		**0.13**	**0.13**		**0.13**	**0.13**	**0.00**	**183.23**	**183.23**	**0.02**	**0.00**	**183.71**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.11	1.14	0.82	0.00	0.05	0.04	0.09	0.00	0.04	0.05	0.00	153.48	153.48	0.01	0.00	153.59
Worker	0.09	0.09	0.99	0.00	0.16	0.01	0.17	0.01	0.01	0.01	0.00	135.25	135.25	0.01	0.00	135.43
Total	**0.20**	**1.23**	**1.81**	**0.00**	**0.21**	**0.05**	**0.26**	**0.01**	**0.05**	**0.06**	**0.00**	**288.73**	**288.73**	**0.02**	**0.00**	**289.02**

3.5 Building Construction - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.28	1.87	1.19	0.00		0.13	0.13		0.13	0.13	0.00	183.23	183.23	0.02	0.00	183.71
Total	**0.28**	**1.87**	**1.19**	**0.00**		**0.13**	**0.13**		**0.13**	**0.13**	**0.00**	**183.23**	**183.23**	**0.02**	**0.00**	**183.71**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.11	1.14	0.82	0.00	0.00	0.04	0.05	0.00	0.04	0.05	0.00	153.48	153.48	0.01	0.00	153.59
Worker	0.09	0.09	0.99	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.00	135.25	135.25	0.01	0.00	135.43
Total	**0.20**	**1.23**	**1.81**	**0.00**	**0.01**	**0.05**	**0.06**	**0.01**	**0.05**	**0.06**	**0.00**	**288.73**	**288.73**	**0.02**	**0.00**	**289.02**

3.6 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.36	0.21	0.00		0.03	0.03		0.03	0.03	0.00	26.46	26.46	0.00	0.00	26.56
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.06**	**0.36**	**0.21**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**26.46**	**26.46**	**0.00**	**0.00**	**26.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.69	1.69	0.00	0.00	1.69
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.69**	**1.69**	**0.00**	**0.00**	**1.69**

3.6 Paving - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.36	0.21	0.00		0.03	0.03		0.03	0.03	0.00	26.46	26.46	0.00	0.00	26.56
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.06**	**0.36**	**0.21**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**26.46**	**26.46**	**0.00**	**0.00**	**26.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.69	1.69	0.00	0.00	1.69
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.69**	**1.69**	**0.00**	**0.00**	**1.69**

3.7 Architectural Coating - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	8.68					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**8.69**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	5.41	5.41	0.00	0.00	5.42
Total	**0.00**	**0.00**	**0.04**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**5.41**	**5.41**	**0.00**	**0.00**	**5.42**

3.7 Architectural Coating - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	8.68					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.55	2.55	0.00	0.00	2.56
Total	**8.69**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.55**	**2.55**	**0.00**	**0.00**	**2.56**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.41	5.41	0.00	0.00	5.42
Total	**0.00**	**0.00**	**0.04**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**5.41**	**5.41**	**0.00**	**0.00**	**5.42**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.06	14.25	54.72	0.12	11.51	0.67	12.18	0.18	0.65	0.83	0.00	9,572.09	9,572.09	0.37	0.00	9,579.90
Unmitigated	6.06	14.25	54.72	0.12	11.51	0.67	12.18	0.18	0.65	0.83	0.00	9,572.09	9,572.09	0.37	0.00	9,579.90
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Day-Care Center	20.00	0.00	0.00	27,579	27,579
Government (Civic Center)	13,893.75	0.00	0.00	20,566,786	20,566,786
Strip Mall	449.40	0.00	0.00	737,488	737,488
Total	14,363.15	0.00	0.00	21,331,853	21,331,853

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Day-Care Center	8.90	13.30	7.40	12.70	82.30	5.00
Government (Civic Center)	8.90	13.30	7.40	75.00	20.00	5.00

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Strip Mall	8.90	13.30	7.40	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	5,937.64	5,937.64	0.14	0.05	5,956.91
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	6,123.62	6,123.62	0.14	0.05	6,143.49
NaturalGas Mitigated	0.04	0.39	0.32	0.00		0.00	0.03		0.00	0.03	0.00	420.21	420.21	0.01	0.01	422.76
NaturalGas Unmitigated	0.04	0.39	0.32	0.00		0.00	0.03		0.00	0.03	0.00	420.21	420.21	0.01	0.01	422.76
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Day-Care Center	27225	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.45	1.45	0.00	0.00	1.46
Government (Civic Center)	7.78763e+006	0.04	0.38	0.32	0.00		0.00	0.03		0.00	0.03	0.00	415.58	415.58	0.01	0.01	418.11
Strip Mall	59500	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	3.18	3.18	0.00	0.00	3.19
Total		**0.04**	**0.38**	**0.32**	**0.00**		**0.00**	**0.03**		**0.00**	**0.03**	**0.00**	**420.21**	**420.21**	**0.01**	**0.01**	**422.76**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Day-Care Center	27225	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.45	1.45	0.00	0.00	1.46
Government (Civic Center)	7.78763e+006	0.04	0.38	0.32	0.00		0.00	0.03		0.00	0.03	0.00	415.58	415.58	0.01	0.01	418.11
Strip Mall	59500	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	3.18	3.18	0.00	0.00	3.19
Total		**0.04**	**0.38**	**0.32**	**0.00**		**0.00**	**0.03**		**0.00**	**0.03**	**0.00**	**420.21**	**420.21**	**0.01**	**0.01**	**422.76**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Day-Care Center	16750					9.41	0.00	0.00	9.44
Government (Civic Center)	1.03526e+007					5,815.93	0.14	0.05	5,834.80
Strip Mall	530950					298.28	0.01	0.00	299.25
Total						**6,123.62**	**0.15**	**0.05**	**6,143.49**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Day-Care Center	16005					8.99	0.00	0.00	9.02
Government (Civic Center)	1.0047e+007					5,644.21	0.13	0.05	5,662.53
Strip Mall	506310					284.44	0.01	0.00	285.36
Total						**5,937.64**	**0.14**	**0.05**	**5,956.91**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.58	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	3.58	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.87					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	2.71					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**3.58**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.87					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	2.71					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**3.58**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1,479.25	3.89	0.11	1,594.75
Unmitigated					1,609.87	4.44	0.12	1,741.40
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Day-Care Center	0.107224 / 0.275719					2.51	0.00	0.00	2.61
Government (Civic Center)	141.545 / 86.7534					1,578.45	4.36	0.12	1,707.52
Strip Mall	2.59254 / 1.58898					28.91	0.08	0.00	31.27
Total						**1,609.87**	**4.44**	**0.12**	**1,741.40**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Day-Care Center	0.093971 / 0.275719					2.41	0.00	0.00	2.50
Government (Civic Center)	124.05 / 86.7534					1,450.28	3.82	0.11	1,563.61
Strip Mall	2.2721 / 1.58898					26.56	0.07	0.00	28.64
Total						**1,479.25**	**3.89**	**0.11**	**1,594.75**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					624.39	36.90	0.00	1,399.29
Unmitigated					832.52	49.20	0.00	1,865.72
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Day-Care Center	3.25					0.66	0.04	0.00	1.48
Government (Civic Center)	4061.25					824.40	48.72	0.00	1,847.53
Strip Mall	36.75					7.46	0.44	0.00	16.72
Total						**832.52**	**49.20**	**0.00**	**1,865.73**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Day-Care Center	2.4375					0.49	0.03	0.00	1.11
Government (Civic Center)	3045.94					618.30	36.54	0.00	1,385.65
Strip Mall	27.5625					5.59	0.33	0.00	12.54
Total						**624.38**	**36.90**	**0.00**	**1,399.30**

9.0 Vegetation

Parker Center - Alt 3 Operations

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government (Civic Center)	712.5	1000sqft
Day-Care Center	2.5	1000sqft
Strip Mall	35	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - traffic

Vehicle Trips - traffic w mitigation

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	13.34	110.93	63.18	0.11	18.34	5.44	22.96	9.94	5.44	14.56	0.00	11,123.78	0.00	1.20	0.00	11,148.92
2012	869.19	61.90	59.29	0.11	4.83	3.51	8.34	0.23	3.51	3.73	0.00	10,577.78	0.00	0.81	0.00	10,594.88
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	13.34	110.93	63.18	0.11	18.08	5.44	22.69	9.94	5.44	14.56	0.00	11,123.78	0.00	1.20	0.00	11,148.92
2012	869.19	61.90	59.29	0.11	0.23	3.51	3.73	0.23	3.51	3.73	0.00	10,577.78	0.00	0.81	0.00	10,594.88
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	19.61	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.23	2.12	1.78	0.01		0.00	0.16		0.00	0.16		2,538.07		0.05	0.05	2,553.51
Mobile	47.63	108.82	414.09	0.95	98.88	5.13	104.01	1.40	4.96	6.36		84,647.12		3.26		84,715.48
Total	**67.47**	**110.94**	**415.87**	**0.96**	**98.88**	**5.13**	**104.17**	**1.40**	**4.96**	**6.52**		**87,185.19**		**3.31**	**0.05**	**87,268.99**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	19.61	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.23	2.12	1.78	0.01		0.00	0.16		0.00	0.16		2,538.07		0.05	0.05	2,553.51
Mobile	47.63	108.82	414.09	0.95	98.88	5.13	104.01	1.40	4.96	6.36		84,647.12		3.26		84,715.48
Total	**67.47**	**110.94**	**415.87**	**0.96**	**98.88**	**5.13**	**104.17**	**1.40**	**4.96**	**6.52**		**87,185.19**		**3.31**	**0.05**	**87,268.99**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	9.84	79.87	45.95	0.07		4.10	4.10		4.10	4.10		7,510.82		0.88		7,529.33
Total	**9.84**	**79.87**	**45.95**	**0.07**		**4.10**	**4.10**		**4.10**	**4.10**		**7,510.82**		**0.88**		**7,529.33**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.12	1.38	0.00	0.23	0.01	0.24	0.01	0.01	0.02		200.34		0.01		200.62
Total	**0.12**	**0.12**	**1.38**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**200.34**		**0.01**		**200.62**

3.2 Demolition - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	9.84	79.87	45.95	0.07		4.10	4.10		4.10	4.10	0.00	7,510.82		0.88		7,529.33
Total	**9.84**	**79.87**	**45.95**	**0.07**		**4.10**	**4.10**		**4.10**	**4.10**	**0.00**	**7,510.82**		**0.88**		**7,529.33**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.12	1.38	0.00	0.01	0.01	0.02	0.01	0.01	0.02		200.34		0.01		200.62
Total	**0.12**	**0.12**	**1.38**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**200.34**		**0.01**		**200.62**

3.3 Site Preparation - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.07	0.00	18.07	9.93	0.00	9.93						0.00
Off-Road	10.99	89.73	50.45	0.07		4.61	4.61		4.61	4.61		7,997.70		0.99		8,018.42
Total	**10.99**	**89.73**	**50.45**	**0.07**	**18.07**	**4.61**	**22.68**	**9.93**	**4.61**	**14.54**		**7,997.70**		**0.99**		**8,018.42**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.14	0.14	1.66	0.00	0.28	0.01	0.29	0.01	0.01	0.02		240.41		0.02		240.74
Total	**0.14**	**0.14**	**1.66**	**0.00**	**0.28**	**0.01**	**0.29**	**0.01**	**0.01**	**0.02**		**240.41**		**0.02**		**240.74**

3.3 Site Preparation - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.07	0.00	18.07	9.93	0.00	9.93						0.00
Off-Road	10.99	89.73	50.45	0.07		4.61	4.61		4.61	4.61	0.00	7,997.70		0.99		8,018.42
Total	**10.99**	**89.73**	**50.45**	**0.07**	**18.07**	**4.61**	**22.68**	**9.93**	**4.61**	**14.54**	**0.00**	**7,997.70**		**0.99**		**8,018.42**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.14	0.14	1.66	0.00	0.01	0.01	0.02	0.01	0.01	0.02		240.41		0.02		240.74
Total	**0.14**	**0.14**	**1.66**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**240.41**		**0.02**		**240.74**

3.4 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.67	0.00	8.67	3.31	0.00	3.31						0.00
Off-Road	13.18	110.77	57.70	0.10		5.43	5.43		5.43	5.43		10,856.66		1.18		10,881.42
Total	**13.18**	**110.77**	**57.70**	**0.10**	**8.67**	**5.43**	**14.10**	**3.31**	**5.43**	**8.74**		**10,856.66**		**1.18**		**10,881.42**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.16	0.16	1.85	0.00	0.31	0.01	0.32	0.01	0.01	0.02		267.12		0.02		267.49
Total	**0.16**	**0.16**	**1.85**	**0.00**	**0.31**	**0.01**	**0.32**	**0.01**	**0.01**	**0.02**		**267.12**		**0.02**		**267.49**

3.4 Grading - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.67	0.00	8.67	3.31	0.00	3.31						0.00
Off-Road	13.18	110.77	57.70	0.10		5.43	5.43		5.43	5.43	0.00	10,856.66		1.18		10,881.42
Total	**13.18**	**110.77**	**57.70**	**0.10**	**8.67**	**5.43**	**14.10**	**3.31**	**5.43**	**8.74**	**0.00**	**10,856.66**		**1.18**		**10,881.42**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.16	0.16	1.85	0.00	0.01	0.01	0.02	0.01	0.01	0.02		267.12		0.02		267.49
Total	**0.16**	**0.16**	**1.85**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**267.12**		**0.02**		**267.49**

3.5 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.11	40.22	24.03	0.04		2.80	2.80		2.80	2.80		4,040.62		0.55		4,052.11
Total	**6.11**	**40.22**	**24.03**	**0.04**		**2.80**	**2.80**		**2.80**	**2.80**		**4,040.62**		**0.55**		**4,052.11**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	2.44	24.84	17.00	0.03	1.15	0.93	2.07	0.09	0.93	1.01		3,382.79		0.12		3,385.34
Worker	1.91	1.91	22.14	0.03	3.68	0.12	3.80	0.14	0.12	0.26		3,205.44		0.21		3,209.93
Total	**4.35**	**26.75**	**39.14**	**0.06**	**4.83**	**1.05**	**5.87**	**0.23**	**1.05**	**1.27**		**6,588.23**		**0.33**		**6,595.27**

3.5 Building Construction - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.11	40.22	24.03	0.04		2.80	2.80		2.80	2.80	0.00	4,040.62		0.55		4,052.11
Total	**6.11**	**40.22**	**24.03**	**0.04**		**2.80**	**2.80**		**2.80**	**2.80**	**0.00**	**4,040.62**		**0.55**		**4,052.11**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	2.44	24.84	17.00	0.03	0.09	0.93	1.01	0.09	0.93	1.01		3,382.79		0.12		3,385.34
Worker	1.91	1.91	22.14	0.03	0.14	0.12	0.26	0.14	0.12	0.26		3,205.44		0.21		3,209.93
Total	**4.35**	**26.75**	**39.14**	**0.06**	**0.23**	**1.05**	**1.27**	**0.23**	**1.05**	**1.27**		**6,588.23**		**0.33**		**6,595.27**

3.5 Building Construction - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.63	37.37	23.73	0.04		2.54	2.54		2.54	2.54		4,040.62		0.51		4,051.23
Total	**5.63**	**37.37**	**23.73**	**0.04**		**2.54**	**2.54**		**2.54**	**2.54**		**4,040.62**		**0.51**		**4,051.23**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	2.22	22.80	15.22	0.03	1.15	0.84	1.99	0.09	0.84	0.93		3,393.20		0.11		3,395.53
Worker	1.75	1.74	20.34	0.03	3.68	0.12	3.81	0.14	0.12	0.26		3,143.96		0.20		3,148.13
Total	**3.97**	**24.54**	**35.56**	**0.06**	**4.83**	**0.96**	**5.80**	**0.23**	**0.96**	**1.19**		**6,537.16**		**0.31**		**6,543.66**

3.5 Building Construction - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.63	37.37	23.73	0.04		2.54	2.54		2.54	2.54	0.00	4,040.62		0.51		4,051.23
Total	**5.63**	**37.37**	**23.73**	**0.04**		**2.54**	**2.54**		**2.54**	**2.54**	**0.00**	**4,040.62**		**0.51**		**4,051.23**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	2.22	22.80	15.22	0.03	0.09	0.84	0.93	0.09	0.84	0.93		3,393.20		0.11		3,395.53
Worker	1.75	1.74	20.34	0.03	0.14	0.12	0.26	0.14	0.12	0.26		3,143.96		0.20		3,148.13
Total	**3.97**	**24.54**	**35.56**	**0.06**	**0.23**	**0.96**	**1.19**	**0.23**	**0.96**	**1.19**		**6,537.16**		**0.31**		**6,543.66**

3.6 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.86	35.62	21.08	0.03		3.13	3.13		3.13	3.13		2,917.64		0.53		2,928.70
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**5.86**	**35.62**	**21.08**	**0.03**		**3.13**	**3.13**		**3.13**	**3.13**		**2,917.64**		**0.53**		**2,928.70**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.11	1.27	0.00	0.23	0.01	0.24	0.01	0.01	0.02		196.50		0.01		196.76
Total	**0.11**	**0.11**	**1.27**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**196.50**		**0.01**		**196.76**

3.6 Paving - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.86	35.62	21.08	0.03		3.13	3.13		3.13	3.13	0.00	2,917.64		0.53		2,928.70
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**5.86**	**35.62**	**21.08**	**0.03**		**3.13**	**3.13**		**3.13**	**3.13**	**0.00**	**2,917.64**		**0.53**		**2,928.70**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.11	1.27	0.00	0.01	0.01	0.02	0.01	0.01	0.02		196.50		0.01		196.76
Total	**0.11**	**0.11**	**1.27**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**196.50**		**0.01**		**196.76**

3.7 Architectural Coating - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	868.31					0.00	0.00		0.00	0.00						0.00
Off-Road	0.52	3.16	1.96	0.00		0.29	0.29		0.29	0.29		281.19		0.05		282.18
Total	**868.83**	**3.16**	**1.96**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**		**281.19**		**0.05**		**282.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.35	0.35	4.07	0.01	0.74	0.02	0.76	0.03	0.02	0.05		628.79		0.04		629.63
Total	**0.35**	**0.35**	**4.07**	**0.01**	**0.74**	**0.02**	**0.76**	**0.03**	**0.02**	**0.05**		**628.79**		**0.04**		**629.63**

3.7 Architectural Coating - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	868.31					0.00	0.00		0.00	0.00						0.00
Off-Road	0.52	3.16	1.96	0.00		0.29	0.29		0.29	0.29	0.00	281.19		0.05		282.18
Total	**868.83**	**3.16**	**1.96**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**	**0.00**	**281.19**		**0.05**		**282.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.35	0.35	4.07	0.01	0.03	0.02	0.05	0.03	0.02	0.05		628.79		0.04		629.63
Total	**0.35**	**0.35**	**4.07**	**0.01**	**0.03**	**0.02**	**0.05**	**0.03**	**0.02**	**0.05**		**628.79**		**0.04**		**629.63**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	47.63	108.82	414.09	0.95	98.88	5.13	104.01	1.40	4.96	6.36		84,647.12		3.26		84,715.48
Unmitigated	47.63	108.82	414.09	0.95	98.88	5.13	104.01	1.40	4.96	6.36		84,647.12		3.26		84,715.48
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Day-Care Center	20.00	0.00	0.00	27,579	27,579
Government (Civic Center)	13,893.75	0.00	0.00	20,566,786	20,566,786
Strip Mall	449.40	0.00	0.00	737,488	737,488
Total	14,363.15	0.00	0.00	21,331,853	21,331,853

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Day-Care Center	8.90	13.30	7.40	12.70	82.30	5.00
Government (Civic Center)	8.90	13.30	7.40	75.00	20.00	5.00

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Strip Mall	8.90	13.30	7.40	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.23	2.12	1.78	0.01		0.00	0.16		0.00	0.16		2,538.07		0.05	0.05	2,553.51
NaturalGas Unmitigated	0.23	2.12	1.78	0.01		0.00	0.16		0.00	0.16		2,538.07		0.05	0.05	2,553.51
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Day-Care Center	74.589	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		8.78		0.00	0.00	8.83
Government (Civic Center)	21336	0.23	2.09	1.76	0.01		0.00	0.16		0.00	0.16		2,510.11		0.05	0.05	2,525.39
Strip Mall	163.014	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00		19.18		0.00	0.00	19.29
Total		**0.23**	**2.12**	**1.78**	**0.01**		**0.00**	**0.16**		**0.00**	**0.16**		**2,538.07**		**0.05**	**0.05**	**2,553.51**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Day-Care Center	0.074589	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00		8.78		0.00	0.00	8.83
Government (Civic Center)	21.336	0.23	2.09	1.76	0.01		0.00	0.16		0.00	0.16		2,510.11		0.05	0.05	2,525.39
Strip Mall	0.163014	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00		19.18		0.00	0.00	19.29
Total		**0.23**	**2.12**	**1.78**	**0.01**		**0.00**	**0.16**		**0.00**	**0.16**		**2,538.07**		**0.05**	**0.05**	**2,553.51**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	19.61	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	19.61	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.76					0.00	0.00		0.00	0.00						0.00
Consumer Products	14.85					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**19.61**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.76					0.00	0.00		0.00	0.00						0.00
Consumer Products	14.85					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**19.61**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

CO Hotspots Modeling

Sheet Purpose

Computes weighted vehicle emission factors (grey box) based on EMFAC output (blue box).

User Inputs

EMFAC output (blue box). Note that an example run is currently used to populate the cells.

Sheet Outputs

Weighted running exhaust emission factors for input into the "Emissions Summary" tab (green box).

EMFAC 2011
2012 Estimated Annual Emission Rates
EMFAC 2011 Vehicle Categories
Los Angeles COUNTY
South Coast AIR BASIN
South Coast AQMD

Area	CalYr	Season	Veh	Fuel	MdlYr	Speed (Miles/hr)	Pop (Vehicles)	VMT (Miles/day)	Trips (Trips/day)	CO_RUNEX (gms/mile)	% of total VMT	CO_RUNEX (gms/mile)
Los Angeles (SC)	2012	Annual	LDA	GAS	AllMYr	5	0	311440.0143	0	3.710681404	55%	2.037
Los Angeles (SC)	2012	Annual	LDA	DSL	AllMYr	5	0	985.202314	0	1.368978801	0%	0.002
Los Angeles (SC)	2012	Annual	LDT1	GAS	AllMYr	5	0	34454.96535	0	10.18014652	6%	0.618
Los Angeles (SC)	2012	Annual	LDT1	DSL	AllMYr	5	0	44.898392	0	2.159684089	0%	0.000
Los Angeles (SC)	2012	Annual	LDT2	GAS	AllMYr	5	0	104520.582	0	4.886590155	18%	0.900
Los Angeles (SC)	2012	Annual	LDT2	DSL	AllMYr	5	0	43.619278	0	1.949252629	0%	0.000
Los Angeles (SC)	2012	Annual	LHD1	GAS	AllMYr	5	0	13508.72418	0	12.01444051	2%	0.286
Los Angeles (SC)	2012	Annual	LHD1	DSL	AllMYr	5	0	1824.26973	0	3.534489159	0%	0.011
Los Angeles (SC)	2012	Annual	LHD2	GAS	AllMYr	5	0	1515.380183	0	12.66587333	0%	0.034
Los Angeles (SC)	2012	Annual	LHD2	DSL	AllMYr	5	0	710.5310474	0	3.394195583	0%	0.004
Los Angeles (SC)	2012	Annual	MCY	GAS	AllMYr	5	0	2151.16524	0	30.3684474	0%	0.115
Los Angeles (SC)	2012	Annual	MDV	GAS	AllMYr	5	0	75897.31551	0	6.180998971	13%	0.827
Los Angeles (SC)	2012	Annual	MDV	DSL	AllMYr	5	0	83.2295165	0	1.040760559	0%	0.000
Los Angeles (SC)	2012	Annual	MH	GAS	AllMYr	5	0	559.4173322	0	52.79786713	0%	0.052
Los Angeles (SC)	2012	Annual	MH	DSL	AllMYr	5	0	55.14844461	0	2.502780602	0%	0.000
Los Angeles (SC)	2012	Annual	Motor Coach	DSL	AllMYr	5	0	176.1474152	0	11.25480624	0%	0.003
Los Angeles (SC)	2012	Annual	OBUS	GAS	AllMYr	5	0	391.5065941	0	12.76865071	0%	0.009
Los Angeles (SC)	2012	Annual	SBUS	GAS	AllMYr	5	0	267.2900754	0	83.25398656	0%	0.039
Los Angeles (SC)	2012	Annual	SBUS	DSL	AllMYr	5	0	910.8914112	0	5.404886009	0%	0.009
Los Angeles (SC)	2012	Annual	T6 Ag	DSL	AllMYr	5	0	5.233086889	0	7.378609551	0%	0.000
Los Angeles (SC)	2012	Annual	T6 CAIRP heavy	DSL	AllMYr	5	0	2.377718501	0	4.518595385	0%	0.000
Los Angeles (SC)	2012	Annual	T6 CAIRP small	DSL	AllMYr	5	0	7.958205829	0	4.020729801	0%	0.000
Los Angeles (SC)	2012	Annual	T6 instate construction heavy	DSL	AllMYr	5	0	119.8960875	0	6.424315304	0%	0.001
Los Angeles (SC)	2012	Annual	T6 instate construction small	DSL	AllMYr	5	0	330.0689369	0	5.16121135	0%	0.003
Los Angeles (SC)	2012	Annual	T6 instate heavy	DSL	AllMYr	5	0	720.3390992	0	6.255202159	0%	0.008
Los Angeles (SC)	2012	Annual	T6 instate small	DSL	AllMYr	5	0	2015.57547	0	4.976273255	0%	0.018
Los Angeles (SC)	2012	Annual	T6 OOS heavy	DSL	AllMYr	5	0	1.363195592	0	4.518595385	0%	0.000
Los Angeles (SC)	2012	Annual	T6 OOS small	DSL	AllMYr	5	0	4.56260533	0	4.020729801	0%	0.000
Los Angeles (SC)	2012	Annual	T6 Public	DSL	AllMYr	5	0	79.95918298	0	4.106346716	0%	0.001
Los Angeles (SC)	2012	Annual	T6 utility	DSL	AllMYr	5	0	14.58514496	0	2.77138196	0%	0.000
Los Angeles (SC)	2012	Annual	T6TS	GAS	AllMYr	5	0	1215.627727	0	30.82693165	0%	0.066
Los Angeles (SC)	2012	Annual	T7 Ag	DSL	AllMYr	5	0	11.76623329	0	15.8581641	0%	0.000
Los Angeles (SC)	2012	Annual	T7 CAIRP	DSL	AllMYr	5	0	958.0355674	0	12.91996254	0%	0.022
Los Angeles (SC)	2012	Annual	T7 CAIRP construction	DSL	AllMYr	5	0	76.34211485	0	13.0759552	0%	0.002
Los Angeles (SC)	2012	Annual	T7 NNOOS	DSL	AllMYr	5	0	1077.754203	0	8.789515571	0%	0.017
Los Angeles (SC)	2012	Annual	T7 NOOS	DSL	AllMYr	5	0	348.8922092	0	12.75433699	0%	0.008
Los Angeles (SC)	2012	Annual	T7 other port	DSL	AllMYr	5	0	0	0	0	0%	0.000
Los Angeles (SC)	2012	Annual	T7 POAK	DSL	AllMYr	5	0	0	0	0	0%	0.000
Los Angeles (SC)	2012	Annual	T7 POLA	DSL	AllMYr	5	0	1113.815871	0	8.687763991	0%	0.017
Los Angeles (SC)	2012	Annual	T7 Public	DSL	AllMYr	5	0	65.62349582	0	9.639394313	0%	0.001
Los Angeles (SC)	2012	Annual	T7 Single	DSL	AllMYr	5	0	515.3707317	0	11.05281108	0%	0.010
Los Angeles (SC)	2012	Annual	T7 single construction	DSL	AllMYr	5	0	197.4870065	0	11.18014231	0%	0.004
Los Angeles (SC)	2012	Annual	T7 SWCV	DSL	AllMYr	5	0	177.8098079	0	2.451184331	0%	0.001
Los Angeles (SC)	2012	Annual	T7 tractor	DSL	AllMYr	5	0	1351.734176	0	15.6968823	0%	0.037
Los Angeles (SC)	2012	Annual	T7 tractor construction	DSL	AllMYr	5	0	147.2411596	0	16.40392359	0%	0.004
Los Angeles (SC)	2012	Annual	T7 utility	DSL	AllMYr	5	0	7.728584895	0	5.87923961	0%	0.000
Los Angeles (SC)	2012	Annual	T7IS	GAS	AllMYr	5	0	248.8819024	0	141.6282491	0%	0.062
Los Angeles (SC)	2012	Annual	UBUS	GAS	AllMYr	5	0	1008.545592	0	69.73536212	0%	0.124
Los Angeles (SC)	2012	Annual	UBUS	DSL	AllMYr	5	0	5839.630821	0	12.88563949	1%	0.133
Los Angeles (SC)	2012	Annual	All Other Buses	DSL	AllMYr	5	0	201.4827497	0	6.471855476	0%	0.002
					Total VMT for all classes			567405.987			100%	

CO_RUNEX (gms/mile)
5.48868823

Sheet Purpose

Computes weighted vehicle emission factors (grey box) based on EMFAC output (blue box).

User Inputs

EMFAC output (blue box). Note that an example run is currently used to populate the cells.

Sheet Outputs

Weighted running exhaust emission factors for input into the "Emissions Summary" tab (green box).

EMFAC 2011
2018 Estimated Annual Emission Rates
EMFAC 2011 Vehicle Categories
Los Angeles COUNTY
South Coast AIR BASIN
South Coast AQMD

Area	CalYr	Season	Veh	Fuel	MdlYr	Speed (Miles/hr)	Pop (Vehicles)	VMT (Miles/day)	Trips (Trips/day)	CO_RUNEX (gms/mile)	% of total VMT	CO_RUNEX (gms/mile)
Los Angeles (SC)	2018	Annual	LDA	GAS	AllMYr	5	0	279676.739	0	1.703293819	54%	0.921
Los Angeles (SC)	2018	Annual	LDA	DSL	AllMYr	5	0	960.0619313	0	0.523465272	0%	0.001
Los Angeles (SC)	2018	Annual	LDT1	GAS	AllMYr	5	0	30595.46789	0	5.250517811	6%	0.311
Los Angeles (SC)	2018	Annual	LDT1	DSL	AllMYr	5	0	45.179557	0	0.985450988	0%	0.000
Los Angeles (SC)	2018	Annual	LDT2	GAS	AllMYr	5	0	94174.87191	0	2.448381204	18%	0.446
Los Angeles (SC)	2018	Annual	LDT2	DSL	AllMYr	5	0	45.47797413	0	0.631522287	0%	0.000
Los Angeles (SC)	2018	Annual	LHD1	GAS	AllMYr	5	0	14619.03381	0	6.619879041	3%	0.187
Los Angeles (SC)	2018	Annual	LHD1	DSL	AllMYr	5	0	1960.530864	0	3.304827115	0%	0.013
Los Angeles (SC)	2018	Annual	LHD2	GAS	AllMYr	5	0	1653.484067	0	4.353900721	0%	0.014
Los Angeles (SC)	2018	Annual	LHD2	DSL	AllMYr	5	0	749.1100846	0	3.165894223	0%	0.005
Los Angeles (SC)	2018	Annual	MCY	GAS	AllMYr	5	0	1944.765129	0	24.95592495	0%	0.094
Los Angeles (SC)	2018	Annual	MDV	GAS	AllMYr	5	0	65820.72107	0	4.176489115	13%	0.532
Los Angeles (SC)	2018	Annual	MDV	DSL	AllMYr	5	0	75.5399364	0	0.512473823	0%	0.000
Los Angeles (SC)	2018	Annual	MH	GAS	AllMYr	5	0	634.303643	0	13.92558664	0%	0.017
Los Angeles (SC)	2018	Annual	MH	DSL	AllMYr	5	0	62.13214712	0	2.400397056	0%	0.000
Los Angeles (SC)	2018	Annual	Motor Coach	DSL	AllMYr	5	0	227.5295593	0	4.865920341	0%	0.002
Los Angeles (SC)	2018	Annual	OBUS	GAS	AllMYr	5	0	363.2201485	0	7.722191667	0%	0.005
Los Angeles (SC)	2018	Annual	SBUS	GAS	AllMYr	5	0	274.4685033	0	56.37969153	0%	0.030
Los Angeles (SC)	2018	Annual	SBUS	DSL	AllMYr	5	0	916.9761739	0	1.83963147	0%	0.003
Los Angeles (SC)	2018	Annual	T6 Ag	DSL	AllMYr	5	0	6.193693161	0	3.877629557	0%	0.000
Los Angeles (SC)	2018	Annual	T6 CAIRP heavy	DSL	AllMYr	5	0	3.132900032	0	1.898908111	0%	0.000
Los Angeles (SC)	2018	Annual	T6 CAIRP small	DSL	AllMYr	5	0	10.59119002	0	2.230941507	0%	0.000
Los Angeles (SC)	2018	Annual	T6 instate construction heavy	DSL	AllMYr	5	0	206.6889056	0	1.982907999	0%	0.001
Los Angeles (SC)	2018	Annual	T6 instate construction small	DSL	AllMYr	5	0	551.5045793	0	2.94833982	0%	0.003
Los Angeles (SC)	2018	Annual	T6 instate heavy	DSL	AllMYr	5	0	934.72047	0	1.97623772	0%	0.004
Los Angeles (SC)	2018	Annual	T6 instate small	DSL	AllMYr	5	0	2619.005527	0	2.780183346	1%	0.014
Los Angeles (SC)	2018	Annual	T6 OOS heavy	DSL	AllMYr	5	0	1.796156909	0	1.898908111	0%	0.000
Los Angeles (SC)	2018	Annual	T6 OOS small	DSL	AllMYr	5	0	6.072150065	0	2.230941507	0%	0.000
Los Angeles (SC)	2018	Annual	T6 Public	DSL	AllMYr	5	0	108.6049036	0	1.238729319	0%	0.000
Los Angeles (SC)	2018	Annual	T6 utility	DSL	AllMYr	5	0	19.37933451	0	1.379952146	0%	0.000
Los Angeles (SC)	2018	Annual	T6TS	GAS	AllMYr	5	0	1446.025483	0	11.51485462	0%	0.032
Los Angeles (SC)	2018	Annual	T7 Ag	DSL	AllMYr	5	0	13.22868533	0	7.506046523	0%	0.000
Los Angeles (SC)	2018	Annual	T7 CAIRP	DSL	AllMYr	5	0	1334.731422	0	5.596346071	0%	0.014
Los Angeles (SC)	2018	Annual	T7 CAIRP construction	DSL	AllMYr	5	0	122.9613716	0	5.600368064	0%	0.001
Los Angeles (SC)	2018	Annual	T7 NNOOS	DSL	AllMYr	5	0	1501.522958	0	4.640709819	0%	0.013
Los Angeles (SC)	2018	Annual	T7 NOOS	DSL	AllMYr	5	0	486.0752672	0	5.592776131	0%	0.005
Los Angeles (SC)	2018	Annual	T7 other port	DSL	AllMYr	5	0	0	0	0	0%	0.000
Los Angeles (SC)	2018	Annual	T7 POAK	DSL	AllMYr	5	0	0	0	0	0%	0.000
Los Angeles (SC)	2018	Annual	T7 POLA	DSL	AllMYr	5	0	1806.917943	0	11.61192957	0%	0.041
Los Angeles (SC)	2018	Annual	T7 Public	DSL	AllMYr	5	0	84.66968398	0	2.18403967	0%	0.000
Los Angeles (SC)	2018	Annual	T7 Single	DSL	AllMYr	5	0	718.0124965	0	3.578541931	0%	0.005
Los Angeles (SC)	2018	Annual	T7 single construction	DSL	AllMYr	5	0	318.0848898	0	3.566961593	0%	0.002
Los Angeles (SC)	2018	Annual	T7 SWCV	DSL	AllMYr	5	0	229.4163098	0	3.009350484	0%	0.001
Los Angeles (SC)	2018	Annual	T7 tractor	DSL	AllMYr	5	0	1883.23079	0	5.360414262	0%	0.020
Los Angeles (SC)	2018	Annual	T7 tractor construction	DSL	AllMYr	5	0	237.155795	0	5.247167237	0%	0.002
Los Angeles (SC)	2018	Annual	T7 utility	DSL	AllMYr	5	0	9.754737377	0	2.703965562	0%	0.000
Los Angeles (SC)	2018	Annual	T7IS	GAS	AllMYr	5	0	299.8240929	0	120.6094994	0%	0.070
Los Angeles (SC)	2018	Annual	UBUS	GAS	AllMYr	5	0	1024.784555	0	53.4466029	0%	0.106
Los Angeles (SC)	2018	Annual	UBUS	DSL	AllMYr	5	0	5933.656732	0	10.6087349	1%	0.122
Los Angeles (SC)	2018	Annual	All Other Buses	DSL	AllMYr	5	0	267.9838989	0	2.168595609	0%	0.001
					Total VMT for all classes			516985.3404			100%	

CO_RUNEX (gms/mile)
3.040510766

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Parker Center Existing Intersection 1
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	0.5 M/S	Z0=	400. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	0.0 CM/S		
CLAS=	7 (G)	VS=	0.0 CM/S		
MIXH=	1000. M	AMB=	0.0 PPM		
SIGTH=	5. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. EBA	-1000	-7	0	-7	AG	1231	5.5	0.0	20.6
B. EBD	0	-4	1000	-4	AG	1194	5.5	0.0	13.3
C. WBA	1000	7	0	7	AG	1338	5.5	0.0	20.6
D. WBD	0	5	-1000	5	AG	1389	5.5	0.0	17.0
E. SBA	-7	1000	-7	0	AG	882	5.5	0.0	20.6
F. SBD	-5	0	-5	-1000	AG	965	5.5	0.0	17.0
G. NBA	7	-1000	7	0	AG	1331	5.5	0.0	20.6
H. NBD	5	0	5	1000	AG	1234	5.5	0.0	17.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. R_001	-18	14	1.8
2. R_002	14	18	1.8
3. R_003	-14	-18	1.8
4. R_004	18	-10	1.8

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. R_001	93.	2.6	0.0	0.5	1.3	0.3	0.3	0.0	0.0	0.2
2. R_002	183.	2.6	0.0	0.2	0.4	0.0	0.0	0.4	1.2	0.3
3. R_003	4.	2.3	0.4	0.0	0.0	0.3	0.8	0.2	0.0	0.6
4. R_004	273.	2.8	1.1	0.4	0.0	0.7	0.0	0.2	0.4	0.0

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center EPP Alt 1 Intersection 1
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=  0.0 CM/S
      CLAS=     7 (G)            VS=  0.0 CM/S
      MIXH= 1000. M             AMB=  0.0 PPM
     SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)    *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2   * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. EBA          * -1000    -7     0    -7 *  AG   1231   5.5    0.0  20.6
B. EBD          *     0    -4  1000    -4 *  AG   1199   5.5    0.0  13.3
C. WBA          *  1000     7     0     7 *  AG   1340   5.5    0.0  20.6
D. WBD          *     0     5 -1000     5 *  AG   1389   5.5    0.0  17.0
E. SBA          *    -7  1000    -7     0 *  AG    887   5.5    0.0  20.6
F. SBD          *    -5     0    -5 -1000 *  AG    972   5.5    0.0  17.0
G. NBA          *     7 -1000     7     0 *  AG   1347   5.5    0.0  20.6
H. NBD          *     5     0     5  1000 *  AG   1245   5.5    0.0  17.0


 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. R_001    *    -18     14   1.8
2. R_002    *     14     18   1.8
3. R_003    *    -14    -18   1.8
4. R_004    *     18    -10   1.8


  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. R_001    *   93. *   2.6 *  0.0  0.5  1.3  0.3  0.3  0.0  0.0  0.2
2. R_002    *  183. *   2.6 *  0.0  0.2  0.4  0.0  0.0  0.4  1.3  0.3
3. R_003    *    4. *   2.3 *  0.4  0.0  0.0  0.3  0.8  0.2  0.0  0.6
4. R_004    *  273. *   2.8 *  1.1  0.4  0.0  0.7  0.0  0.2  0.4  0.0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center EPP Alt 2 Intersection 1
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=  0.0 CM/S
      CLAS=     7 (G)            VS=  0.0 CM/S
      MIXH= 1000. M             AMB=  0.0 PPM
     SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)    *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2   * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. EBA          * -1000    -7     0    -7 *  AG   1231   5.5    0.0  20.6
B. EBD          *     0    -4  1000    -4 *  AG   1206   5.5    0.0  13.3
C. WBA          *  1000     7     0     7 *  AG   1344   5.5    0.0  20.6
D. WBD          *     0     5 -1000     5 *  AG   1389   5.5    0.0  17.0
E. SBA          *    -7  1000    -7     0 *  AG    893   5.5    0.0  20.6
F. SBD          *    -5     0    -5 -1000 *  AG    982   5.5    0.0  17.0
G. NBA          *     7 -1000     7     0 *  AG   1367   5.5    0.0  20.6
H. NBD          *     5     0     5  1000 *  AG   1258   5.5    0.0  17.0


 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. R_001    *    -18     14   1.8
2. R_002    *     14     18   1.8
3. R_003    *    -14    -18   1.8
4. R_004    *     18    -10   1.8


  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. R_001    *   93. *   2.6 *  0.0  0.5  1.3  0.3  0.3  0.0  0.0  0.2
2. R_002    *  183. *   2.6 *  0.0  0.2  0.4  0.0  0.0  0.4  1.3  0.3
3. R_003    *    4. *   2.3 *  0.4  0.0  0.0  0.3  0.8  0.2  0.0  0.6
4. R_004    *  273. *   2.8 *  1.1  0.4  0.0  0.7  0.0  0.2  0.4  0.0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center EPP Alt 3 Intersection 1
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=  0.0 CM/S
      CLAS=     7 (G)            VS=  0.0 CM/S
      MIXH= 1000. M             AMB=  0.0 PPM
     SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)    *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2   * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. EBA          * -1000    -7     0    -7 *  AG   1216   5.5    0.0  20.6
B. EBD          *     0    -4  1000    -4 *  AG   1213   5.5    0.0  13.3
C. WBA          *  1000     7     0     7 *  AG   1347   5.5    0.0  20.6
D. WBD          *     0     5 -1000     5 *  AG   1389   5.5    0.0  17.0
E. SBA          *    -7  1000    -7     0 *  AG    899   5.5    0.0  20.6
F. SBD          *    -5     0    -5 -1000 *  AG    991   5.5    0.0  17.0
G. NBA          *     7 -1000     7     0 *  AG   1388   5.5    0.0  20.6
H. NBD          *     5     0     5  1000 *  AG   1257   5.5    0.0  17.0


 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. R_001    *    -18     14   1.8
2. R_002    *     14     18   1.8
3. R_003    *    -14    -18   1.8
4. R_004    *     18    -10   1.8


  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. R_001    *   93. *   2.6 *  0.0  0.5  1.3  0.3  0.3  0.0  0.0  0.2
2. R_002    *  183. *   2.6 *  0.0  0.2  0.4  0.0  0.0  0.4  1.3  0.3
3. R_003    *    4. *   2.3 *  0.4  0.0  0.0  0.3  0.8  0.2  0.0  0.6
4. R_004    *  273. *   2.8 *  1.1  0.4  0.0  0.7  0.0  0.2  0.4  0.0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center 2018 No Project Intersecti
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

```
        U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=  0.0 CM/S
     CLAS=     7 (G)            VS=  0.0 CM/S
     MIXH= 1000. M             AMB=  0.0 PPM
    SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)
```

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. EBA	*	-1000	-7	0	-7	* AG	1475	3.0	0.0	20.6
B. EBD	*	0	-4	1000	-4	* AG	1402	3.0	0.0	13.3
C. WBA	*	1000	7	0	7	* AG	1573	3.0	0.0	20.6
D. WBD	*	0	5	-1000	5	* AG	1760	3.0	0.0	17.0
E. SBA	*	-7	1000	-7	0	* AG	1119	3.0	0.0	20.6
F. SBD	*	-5	0	-5	-1000	* AG	1188	3.0	0.0	17.0
G. NBA	*	7	-1000	7	0	* AG	1662	3.0	0.0	20.6
H. NBD	*	5	0	5	1000	* AG	1479	3.0	0.0	17.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. R_001	*	-18	14	1.8
2. R_002	*	14	18	1.8
3. R_003	*	-14	-18	1.8
4. R_004	*	18	-10	1.8

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. R_001	*	93.	*	1.7	*	0.0	0.3	0.8	0.2	0.2	0.0	0.0	0.2
2. R_002	*	183.	*	1.7	*	0.0	0.1	0.3	0.0	0.0	0.3	0.8	0.2
3. R_003	*	4.	*	1.5	*	0.3	0.0	0.0	0.2	0.5	0.1	0.0	0.4
4. R_004	*	273.	*	1.8	*	0.7	0.2	0.0	0.5	0.0	0.1	0.3	0.0

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center 2018 Alt 1 Intersection 1
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=  0.0 CM/S
      CLAS=     7 (G)            VS=  0.0 CM/S
      MIXH= 1000. M             AMB=  0.0 PPM
     SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)    *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2   * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. EBA          * -1000    -7     0    -7 *  AG   1475   3.0    0.0  20.6
B. EBD          *     0    -4  1000    -4 *  AG   1407   3.0    0.0  13.3
C. WBA          *  1000     7     0     7 *  AG   1575   3.0    0.0  20.6
D. WBD          *     0     5 -1000     5 *  AG   1760   3.0    0.0  17.0
E. SBA          *    -7  1000    -7     0 *  AG   1124   3.0    0.0  20.6
F. SBD          *    -5     0    -5 -1000 *  AG   1195   3.0    0.0  17.0
G. NBA          *     7 -1000     7     0 *  AG   1678   3.0    0.0  20.6
H. NBD          *     5     0     5  1000 *  AG   1490   3.0    0.0  17.0


 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. R_001    *   -18     14   1.8
2. R_002    *    14     18   1.8
3. R_003    *   -14    -18   1.8
4. R_004    *    18    -10   1.8


  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. R_001    *   93. *   1.7 *  0.0  0.3  0.8  0.2  0.2  0.0  0.0  0.2
2. R_002    *  183. *   1.7 *  0.0  0.1  0.3  0.0  0.0  0.3  0.8  0.2
3. R_003    *    4. *   1.5 *  0.3  0.0  0.0  0.2  0.5  0.1  0.0  0.4
4. R_004    *  273. *   1.8 *  0.7  0.2  0.0  0.5  0.0  0.1  0.3  0.0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center 2018 Alt 2 Intersection 1
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

```
        U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=  0.0 CM/S
     CLAS=     7 (G)            VS=  0.0 CM/S
     MIXH= 1000. M             AMB=  0.0 PPM
    SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)
```

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. EBA	*	-1000	-7	0	-7	* AG	1475	3.0	0.0	20.6
B. EBD	*	0	-4	1000	-4	* AG	1414	3.0	0.0	13.3
C. WBA	*	1000	7	0	7	* AG	1579	3.0	0.0	20.6
D. WBD	*	0	5	-1000	5	* AG	1760	3.0	0.0	17.0
E. SBA	*	-7	1000	-7	0	* AG	1130	3.0	0.0	20.6
F. SBD	*	-5	0	-5	-1000	* AG	1205	3.0	0.0	17.0
G. NBA	*	7	-1000	7	0	* AG	1698	3.0	0.0	20.6
H. NBD	*	5	0	5	1000	* AG	1503	3.0	0.0	17.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. R_001	*	-18	14	1.8
2. R_002	*	14	18	1.8
3. R_003	*	-14	-18	1.8
4. R_004	*	18	-10	1.8

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. R_001	*	93.	1.7	*	0.0	0.3	0.8	0.2	0.2	0.0	0.0	0.2
2. R_002	*	183.	1.7	*	0.0	0.1	0.3	0.0	0.0	0.3	0.9	0.2
3. R_003	*	4.	1.5	*	0.3	0.0	0.0	0.2	0.6	0.1	0.0	0.4
4. R_004	*	273.	1.9	*	0.7	0.2	0.0	0.5	0.0	0.1	0.3	0.0

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center 2018 Alt 3 Intersection 1
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=  0.0 CM/S
      CLAS=     7 (G)            VS=  0.0 CM/S
      MIXH= 1000. M             AMB=  0.0 PPM
     SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)    *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2   * TYPE  VPH  (G/MI)   (M)   (M)
----------------*---------------------------*-------------------------------
A. EBA          * -1000    -7     0    -7 *  AG   1475   3.0    0.0  20.6
B. EBD          *     0    -4  1000    -4 *  AG   1421   3.0    0.0  13.3
C. WBA          *  1000     7     0     7 *  AG   1582   3.0    0.0  20.6
D. WBD          *     0     5 -1000     5 *  AG   1760   3.0    0.0  17.0
E. SBA          *    -7  1000    -7     0 *  AG   1136   5.5    0.0  20.6
F. SBD          *    -5     0    -5 -1000 *  AG   1214   5.5    0.0  17.0
G. NBA          *     7 -1000     7     0 *  AG   1719   5.5    0.0  20.6
H. NBD          *     5     0     5  1000 *  AG   1517   5.5    0.0  17.0


 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. R_001    *    -18     14   1.8
2. R_002    *     14     18   1.8
3. R_003    *    -14    -18   1.8
4. R_004    *     18    -10   1.8


  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. R_001    *  175. *   2.2 *  0.2  0.0  0.0  0.3  0.2  0.9  0.7  0.0
2. R_002    *  183. *   2.8 *  0.0  0.2  0.3  0.0  0.0  0.5  1.6  0.3
3. R_003    *    4. *   2.4 *  0.3  0.0  0.0  0.2  1.0  0.3  0.0  0.7
4. R_004    *  273. *   2.2 *  0.7  0.2  0.0  0.5  0.0  0.2  0.5  0.0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center Intersection 11 Existing
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

U=	0.5 M/S	Z0=	400. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	0.0 CM/S		
CLAS=	7 (G)	VS=	0.0 CM/S		
MIXH=	1000. M	AMB=	0.0 PPM		
SIGTH=	5. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. EBA	*	-1000	-5	0	-5	* AG	749	5.5	0.0	17.0
B. EBD	*	0	-4	1000	-4	* AG	697	5.5	0.0	13.3
C. WBA	*	1000	7	0	7	* AG	811	5.5	0.0	20.6
D. WBD	*	0	4	-1000	4	* AG	827	5.5	0.0	13.3
E. SBA	*	-7	1000	-7	0	* AG	504	5.5	0.0	20.6
F. SBD	*	-4	0	-4	-1000	* AG	425	5.5	0.0	13.3
G. NBA	*	7	-1000	7	0	* AG	1041	5.5	0.0	20.6
H. NBD	*	4	0	4	1000	* AG	1156	5.5	0.0	13.3

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. R_001	*	-18	10	1.8
2. R_002	*	10	18	1.8
3. R_003	*	-10	-14	1.8
4. R_004	*	18	-10	1.8

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. R_001	*	93.	*	1.8	*	0.0	0.4	0.8	0.2	0.2	0.0	0.0	0.2
2. R_002	*	182.	*	2.0	*	0.0	0.1	0.2	0.0	0.0	0.3	1.0	0.3
3. R_003	*	3.	*	1.7	*	0.2	0.0	0.0	0.2	0.5	0.1	0.0	0.6
4. R_004	*	273.	*	1.9	*	0.8	0.2	0.0	0.5	0.0	0.1	0.3	0.0

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center Intersection 11 EPP Alt 1
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

U=	0.5 M/S	Z0=	400. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	0.0 CM/S		
CLAS=	7 (G)	VS=	0.0 CM/S		
MIXH=	1000. M	AMB=	0.0 PPM		
SIGTH=	5. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. EBA	*	-1000	-5	0	-5	* AG	759	5.5	0.0	17.0
B. EBD	*	0	-4	1000	-4	* AG	759	5.5	0.0	13.3
C. WBA	*	1000	7	0	7	* AG	962	5.5	0.0	20.6
D. WBD	*	0	4	-1000	4	* AG	849	5.5	0.0	13.3
E. SBA	*	-7	1000	-7	0	* AG	556	5.5	0.0	20.6
F. SBD	*	-4	0	-4	-1000	* AG	425	5.5	0.0	13.3
G. NBA	*	7	-1000	7	0	* AG	1049	5.5	0.0	20.6
H. NBD	*	4	0	4	1000	* AG	1293	5.5	0.0	13.3

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. R_001	*	-18	10	1.8
2. R_002	*	10	18	1.8
3. R_003	*	-10	-14	1.8
4. R_004	*	18	-10	1.8

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. R_001	*	93.	*	2.0	*	0.0	0.5	0.9	0.2	0.2	0.0	0.0	0.2
2. R_002	*	182.	*	2.1	*	0.0	0.2	0.3	0.0	0.0	0.3	1.0	0.3
3. R_003	*	3.	*	1.8	*	0.3	0.0	0.0	0.2	0.6	0.1	0.0	0.7
4. R_004	*	273.	*	2.0	*	0.8	0.2	0.0	0.5	0.0	0.1	0.3	0.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Parker Center Intersection 11 EPP Alt 2
RUN: CALINE4 RUN (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	0.5 M/S	Z0=	400. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	0.0 CM/S		
CLAS=	7 (G)	VS=	0.0 CM/S		
MIXH=	1000. M	AMB=	0.0 PPM		
SIGTH=	5. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. EBA	*	-1000	-5	0	-5	* AG	771	5.5	0.0	17.0
B. EBD	*	0	-4	1000	-4	* AG	836	5.5	0.0	13.3
C. WBA	*	1000	7	0	7	* AG	1145	5.5	0.0	20.6
D. WBD	*	0	4	-1000	4	* AG	876	5.5	0.0	13.3
E. SBA	*	-7	1000	-7	0	* AG	621	5.5	0.0	20.6
F. SBD	*	-4	0	-4	-1000	* AG	425	5.5	0.0	13.3
G. NBA	*	7	-1000	7	0	* AG	1059	5.5	0.0	20.6
H. NBD	*	4	0	4	1000	* AG	1459	5.5	0.0	13.3

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. R_001	*	-18	10	1.8
2. R_002	*	10	18	1.8
3. R_003	*	-10	-14	1.8
4. R_004	*	18	-10	1.8

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. R_001	*	93.	*	2.3	*	0.0	0.5	1.0	0.3	0.2	0.0	0.0	0.3
2. R_002	*	182.	*	2.2	*	0.0	0.2	0.4	0.0	0.0	0.3	1.1	0.4
3. R_003	*	3.	*	2.0	*	0.3	0.0	0.0	0.2	0.6	0.1	0.0	0.8
4. R_004	*	273.	*	2.0	*	0.8	0.2	0.0	0.5	0.0	0.1	0.3	0.0

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center Intersection 11 EPP Alt 3
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

```
        U=   0.5 M/S            Z0= 400. CM           ALT=     0. (M)
      BRG= WORST CASE           VD=  0.0 CM/S
     CLAS=     7 (G)            VS=  0.0 CM/S
     MIXH= 1000. M             AMB=  0.0 PPM
    SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)
```

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. EBA	-1000	-5	0	-5	AG	784	5.5	0.0	17.0
B. EBD	0	-4	1000	-4	AG	913	5.5	0.0	13.3
C. WBA	1000	7	0	7	AG	1329	5.5	0.0	20.6
D. WBD	0	4	-1000	4	AG	902	5.5	0.0	13.3
E. SBA	-7	1000	-7	0	AG	685	5.5	0.0	20.6
F. SBD	-4	0	-4	-1000	AG	425	5.5	0.0	13.3
G. NBA	7	-1000	7	0	AG	1069	5.5	0.0	20.6
H. NBD	4	0	4	1000	AG	1627	5.5	0.0	13.3

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. R_001	-18	10	1.8
2. R_002	10	18	1.8
3. R_003	-10	-14	1.8
4. R_004	18	-10	1.8

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. R_001	92.	2.5	0.0	0.5	1.3	0.2	0.2	0.0	0.0	0.3
2. R_002	182.	2.3	0.0	0.2	0.4	0.0	0.0	0.3	1.1	0.4
3. R_003	3.	2.1	0.3	0.0	0.0	0.2	0.7	0.1	0.0	0.8
4. R_004	273.	2.1	0.8	0.3	0.0	0.5	0.0	0.1	0.3	0.0

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center Intersection 11 2018 NP
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   0.5 M/S             Z0= 400. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=  0.0 CM/S
      CLAS=     7 (G)             VS=  0.0 CM/S
      MIXH= 1000. M               AMB=  0.0 PPM
     SIGTH=    5. DEGREES         TEMP=  8.3 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)   *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2  * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. EBA          * -1000    -5     0    -5 *  AG    924   3.0    0.0  17.0
B. EBD          *     0    -4  1000    -4 *  AG    867   3.0    0.0  13.3
C. WBA          *  1000     7     0     7 *  AG    955   3.0    0.0  20.6
D. WBD          *     0     4 -1000     4 *  AG    976   3.0    0.0  13.3
E. SBA          *    -7  1000    -7     0 *  AG    776   3.0    0.0  20.6
F. SBD          *    -4     0    -4 -1000 *  AG    687   3.0    0.0  13.3
G. NBA          *     7 -1000     7     0 *  AG   1294   3.0    0.0  20.6
H. NBD          *     4     0     4  1000 *  AG   1419   3.0    0.0  13.3


  III.  RECEPTOR LOCATIONS

             *    COORDINATES (M)
   RECEPTOR  *    X      Y      Z
-------------*--------------------
1. R_001     *    -18     10   1.8
2. R_002     *     10     18   1.8
3. R_003     *    -10    -14   1.8
4. R_004     *     18    -10   1.8


  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

             *       * PRED  *                CONC/LINK
             *  BRG  * CONC  *                  (PPM)
  RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
-------------*-------*-------*-----------------------------------------
1. R_001     *   93. *   1.2 *  0.0  0.3  0.5  0.2  0.1  0.0  0.0  0.1
2. R_002     *  182. *   1.4 *  0.0  0.1  0.2  0.0  0.0  0.2  0.7  0.2
3. R_003     *    3. *   1.2 *  0.2  0.0  0.0  0.1  0.4  0.1  0.0  0.4
4. R_004     *  273. *   1.3 *  0.5  0.1  0.0  0.3  0.0  0.1  0.2  0.0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center Intersection 11 2018 Alt 1
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   0.5 M/S             Z0= 400. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=  0.0 CM/S
      CLAS=     7 (G)             VS=  0.0 CM/S
      MIXH= 1000. M               AMB=  0.0 PPM
     SIGTH=    5. DEGREES         TEMP=  8.3 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)    *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2   * TYPE  VPH  (G/MI)  (M)   (M)
----------------*-------------------------*------------------------------
A. EBA          * -1000    -5     0    -5 *  AG    934   3.0    0.0  17.0
B. EBD          *     0    -4  1000    -4 *  AG    929   3.0    0.0  13.3
C. WBA          *  1000     7     0     7 *  AG   1106   3.0    0.0  20.6
D. WBD          *     0     4 -1000     4 *  AG    998   3.0    0.0  13.3
E. SBA          *    -7  1000    -7     0 *  AG    828   3.0    0.0  20.6
F. SBD          *    -4     0    -4 -1000 *  AG    687   3.0    0.0  13.3
G. NBA          *     7 -1000     7     0 *  AG   1302   3.0    0.0  20.6
H. NBD          *     4     0     4  1000 *  AG   1556   3.0    0.0  13.3


  III.  RECEPTOR LOCATIONS

             *    COORDINATES (M)
   RECEPTOR  *    X      Y      Z
-------------*--------------------
1. R_001     *   -18     10   1.8
2. R_002     *    10     18   1.8
3. R_003     *   -10    -14   1.8
4. R_004     *    18    -10   1.8


  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

             *       * PRED  *                CONC/LINK
             *  BRG  * CONC  *                  (PPM)
  RECEPTOR   * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
-------------*-------*-------*-----------------------------------------
1. R_001     *   93. *   1.3 *  0.0  0.3  0.6  0.2  0.1  0.0  0.0  0.2
2. R_002     *  182. *   1.4 *  0.0  0.1  0.2  0.0  0.0  0.2  0.7  0.2
3. R_003     *    3. *   1.3 *  0.2  0.0  0.0  0.1  0.5  0.1  0.0  0.4
4. R_004     *  273. *   1.3 *  0.5  0.1  0.0  0.3  0.0  0.1  0.2  0.0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
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               JOB: Parker Center Intersection 11 2018 Alt 2
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=  0.0 CM/S
      CLAS=     7 (G)            VS=  0.0 CM/S
      MIXH= 1000. M             AMB=  0.0 PPM
     SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)    *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2   * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. EBA          * -1000    -5     0    -5 *  AG    946   3.0    0.0  17.0
B. EBD          *     0    -4  1000    -4 *  AG   1006   3.0    0.0  13.3
C. WBA          *  1000     7     0     7 *  AG   1289   3.0    0.0  20.6
D. WBD          *     0     4 -1000     4 *  AG   1025   3.0    0.0  13.3
E. SBA          *    -7  1000    -7     0 *  AG    893   3.0    0.0  20.6
F. SBD          *    -4     0    -4 -1000 *  AG    687   3.0    0.0  13.3
G. NBA          *     7 -1000     7     0 *  AG   1312   3.0    0.0  20.6
H. NBD          *     4     0     4  1000 *  AG   1722   3.0    0.0  13.3


 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. R_001    *    -18     10   1.8
2. R_002    *     10     18   1.8
3. R_003    *    -10    -14   1.8
4. R_004    *     18    -10   1.8


  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *                CONC/LINK
            *  BRG  * CONC  *                  (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
------------*-------*-------*-----------------------------------------
1. R_001    *   93. *   1.5 *  0.0  0.3  0.6  0.2  0.2  0.0  0.0  0.2
2. R_002    *  183. *   1.5 *  0.0  0.1  0.2  0.0  0.0  0.2  0.6  0.3
3. R_003    *    3. *   1.3 *  0.2  0.0  0.0  0.1  0.5  0.1  0.0  0.5
4. R_004    *  273. *   1.3 *  0.5  0.2  0.0  0.3  0.0  0.1  0.2  0.0
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
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               JOB: Parker Center Intersection 11 2018 Alt 3
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   0.5 M/S            Z0= 400. CM           ALT=     0. (M)
       BRG= WORST CASE           VD=  0.0 CM/S
      CLAS=     7 (G)            VS=  0.0 CM/S
      MIXH= 1000. M             AMB=  0.0 PPM
     SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)


  II.  LINK VARIABLES

       LINK      *  LINK COORDINATES (M)    *              EF     H     W
    DESCRIPTION  *   X1    Y1    X2    Y2   * TYPE  VPH  (G/MI)  (M)   (M)
-----------------*---------------------------*-------------------------------
A. EBA           * -1000    -5     0    -5 *  AG    959   3.0    0.0  17.0
B. EBD           *     0    -4  1000    -4 *  AG   1083   3.0    0.0  13.3
C. WBA           *  1000     7     0     7 *  AG   1473   3.0    0.0  20.6
D. WBD           *     0     4 -1000     4 *  AG   1051   3.0    0.0  13.3
E. SBA           *    -7  1000    -7     0 *  AG    957   3.0    0.0  20.6
F. SBD           *    -4     0    -4 -1000 *  AG    687   3.0    0.0  13.3
G. NBA           *     7 -1000     7     0 *  AG   1322   3.0    0.0  20.6
H. NBD           *     4     0     4  1000 *  AG   1890   3.0    0.0  13.3


 III.  RECEPTOR LOCATIONS

             *    COORDINATES (M)
   RECEPTOR  *    X      Y      Z
-------------*---------------------
 1. R_001    *    -18     10   1.8
 2. R_002    *     10     18   1.8
 3. R_003    *    -10    -14   1.8
 4. R_004    *     18    -10   1.8

  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

             *       * PRED  *                CONC/LINK
             *  BRG  * CONC  *                  (PPM)
   RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F    G    H
-------------*-------*-------*---------------------------------------
 1. R_001    *   93. *   1.6 *  0.0  0.3  0.7  0.2  0.2  0.0  0.0  0.2
 2. R_002    *  183. *   1.5 *  0.0  0.1  0.3  0.0  0.0  0.2  0.6  0.3
 3. R_003    *    3. *   1.4 *  0.2  0.0  0.0  0.1  0.5  0.1  0.0  0.5
 4. R_004    *  273. *   1.4 *  0.6  0.2  0.0  0.3  0.0  0.1  0.2  0.0
```

Carbon Monoxide Hotspot Modeling
Calline4 Output

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center Existing Intersection 16
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   0.5 M/S             Z0= 400. CM            ALT=     0. (M)
       BRG= WORST CASE            VD=  0.0 CM/S
      CLAS=     7 (G)             VS=  0.0 CM/S
      MIXH= 1000. M              AMB=  0.0 PPM
     SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)    *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2   * TYPE  VPH  (G/MI)  (M)   (M)
----------------*---------------------------*-------------------------------
A. EBA          * -1000    -5     0    -5 *  AG   1055   5.5    0.0  17.0
B. EBD          *     0    -4  1000    -4 *  AG   1059   5.5    0.0  13.3
C. WBA          *  1000     5     0     5 *  AG    992   5.5    0.0  17.0
D. WBD          *     0     4 -1000     4 *  AG   1023   5.5    0.0  13.3
E. NBA          *     7 -1000     7     0 *  AG   1708   5.5    0.0  20.6
F. NBD          *     5     0     5  1000 *  AG   1673   5.5    0.0  17.0


 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. R_001    *     18    -10   1.8
2. R_002    *     -3    -14   1.8
3. R_003    *     14     14   1.8
4. R_004    *     -5     11   1.8


  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *           CONC/LINK
            *  BRG  * CONC  *             (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F
------------*-------*-------*-------------------------------
1. R_001    *  273. *   2.5 *  1.1  0.3  0.0  0.6  0.5  0.0
2. R_002    *    3. *   2.4 *  0.3  0.0  0.0  0.2  0.2  1.6
3. R_003    *  182. *   2.5 *  0.0  0.2  0.3  0.0  1.7  0.2
4. R_004    *   93. *   2.3 *  0.0  0.6  1.2  0.0  0.0  0.5
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center EPP Alt1 Intersection 16
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=  0.0 CM/S
      CLAS=     7 (G)            VS=  0.0 CM/S
      MIXH= 1000. M             AMB=  0.0 PPM
     SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)    *              EF     H     W
    DESCRIPTION *   X1    Y1    X2    Y2   * TYPE  VPH  (G/MI)  (M)   (M)
-----------------*---------------------------*-------------------------------
A. EBA          * -1000    -5     0    -5 *  AG   1061   5.5    0.0  17.0
B. EBD          *     0    -4  1000    -4 *  AG   1066   5.5    0.0  13.3
C. WBA          *  1000     5     0     5 *  AG   1008   5.5    0.0  17.0
D. WBD          *     0     4 -1000     4 *  AG   1039   5.5    0.0  13.3
E. NBA          *     7 -1000     7     0 *  AG   1709   5.5    0.0  20.6
F. NBD          *     5     0     5  1000 *  AG   1673   5.5    0.0  17.0


 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. R_001    *     18    -10   1.8
2. R_002    *     -3    -14   1.8
3. R_003    *     14     14   1.8
4. R_004    *     -5     11   1.8


  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *           CONC/LINK
            *  BRG  * CONC  *             (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F
------------*-------*-------*-------------------------------
1. R_001    *  273. *   2.5 *  1.1  0.3  0.0  0.6  0.5  0.0
2. R_002    *    3. *   2.4 *  0.3  0.0  0.0  0.2  0.2  1.6
3. R_003    *  182. *   2.5 *  0.0  0.2  0.3  0.0  1.7  0.2
4. R_004    *   93. *   2.3 *  0.0  0.6  1.3  0.0  0.0  0.5
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center EPP Alt2 Intersection 16
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

```
        U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=  0.0 CM/S
     CLAS=     7 (G)            VS=  0.0 CM/S
     MIXH= 1000. M             AMB=  0.0 PPM
    SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)
```

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. EBA	*	-1000	-5	0	-5	* AG	1069	5.5	0.0	17.0
B. EBD	*	0	-4	1000	-4	* AG	1076	5.5	0.0	13.3
C. WBA	*	1000	5	0	5	* AG	1028	5.5	0.0	17.0
D. WBD	*	0	4	-1000	4	* AG	1059	5.5	0.0	13.3
E. NBA	*	7	-1000	7	0	* AG	1711	5.5	0.0	20.6
F. NBD	*	5	0	5	1000	* AG	1673	5.5	0.0	17.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. R_001	*	18	-10	1.8
2. R_002	*	-3	-14	1.8
3. R_003	*	14	14	1.8
4. R_004	*	-5	11	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F
1. R_001	*	273.	*	2.5	*	1.1	0.3	0.0	0.6	0.5	0.0
2. R_002	*	3.	*	2.4	*	0.3	0.0	0.0	0.2	0.2	1.6
3. R_003	*	182.	*	2.5	*	0.0	0.2	0.3	0.0	1.7	0.2
4. R_004	*	93.	*	2.4	*	0.0	0.6	1.3	0.0	0.0	0.5

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center EPP Alt3 Intersection 16
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

```
        U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=  0.0 CM/S
     CLAS=     7 (G)            VS=  0.0 CM/S
     MIXH= 1000. M              AMB=  0.0 PPM
    SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)
```

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. EBA	-1000	-5	0	-5	AG	1077	5.5	0.0	17.0
B. EBD	0	-4	1000	-4	AG	1085	5.5	0.0	13.3
C. WBA	1000	5	0	5	AG	1049	5.5	0.0	17.0
D. WBD	0	4	-1000	4	AG	1080	5.5	0.0	13.3
E. NBA	7	-1000	7	0	AG	1712	5.5	0.0	20.6
F. NBD	5	0	5	1000	AG	1673	5.5	0.0	17.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. R_001	18	-10	1.8
2. R_002	-3	-14	1.8
3. R_003	14	14	1.8
4. R_004	-5	11	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F
1. R_001	273.	2.5	1.1	0.3	0.0	0.6	0.5	0.0
2. R_002	3.	2.4	0.4	0.0	0.0	0.2	0.2	1.6
3. R_003	182.	2.5	0.0	0.2	0.3	0.0	1.7	0.2
4. R_004	93.	2.4	0.0	0.6	1.3	0.0	0.0	0.5

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center 2018 NP Intersection 16
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

```
        U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
      BRG= WORST CASE           VD=  0.0 CM/S
     CLAS=     7 (G)            VS=  0.0 CM/S
     MIXH= 1000. M             AMB=  0.0 PPM
    SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)
```

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. EBA	*	-1000	-5	0	-5	* AG	1405	3.0	0.0	17.0
B. EBD	*	0	-4	1000	-4	* AG	1359	3.0	0.0	13.3
C. WBA	*	1000	5	0	5	* AG	1199	3.0	0.0	17.0
D. WBD	*	0	4	-1000	4	* AG	1238	3.0	0.0	13.3
E. NBA	*	7	-1000	7	0	* AG	1911	3.0	0.0	20.6
F. NBD	*	5	0	5	1000	* AG	1918	3.0	0.0	17.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. R_001	*	18	-10	1.8
2. R_002	*	-3	-14	1.8
3. R_003	*	14	14	1.8
4. R_004	*	-5	11	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F
1. R_001	*	273.	*	1.7	*	0.8	0.2	0.0	0.4	0.3	0.0
2. R_002	*	3.	*	1.5	*	0.3	0.0	0.0	0.1	0.1	1.0
3. R_003	*	182.	*	1.5	*	0.0	0.2	0.2	0.0	1.0	0.2
4. R_004	*	93.	*	1.5	*	0.0	0.4	0.8	0.0	0.0	0.3

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center 2018 Alt 1 Intersection 16
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=  0.0 CM/S
      CLAS=     7 (G)            VS=  0.0 CM/S
      MIXH= 1000. M             AMB=  0.0 PPM
     SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)    *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2   * TYPE  VPH  (G/MI)   (M)   (M)
----------------*---------------------------*-------------------------------
A. EBA          * -1000    -5     0    -5 *  AG   1411   3.0    0.0  17.0
B. EBD          *     0    -4  1000    -4 *  AG   1366   3.0    0.0  13.3
C. WBA          *  1000     5     0     5 *  AG   1214   3.0    0.0  17.0
D. WBD          *     0     4 -1000     4 *  AG   1253   3.0    0.0  13.3
E. NBA          *     7 -1000     7     0 *  AG   1912   3.0    0.0  20.6
F. NBD          *     5     0     5  1000 *  AG   1918   3.0    0.0  17.0


 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. R_001    *     18    -10   1.8
2. R_002    *     -3    -14   1.8
3. R_003    *     14     14   1.8
4. R_004    *     -5     11   1.8


  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *           CONC/LINK
            *  BRG  * CONC  *             (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F
------------*-------*-------*-----------------------------
1. R_001    *  273. *   1.7 *  0.8  0.2  0.0  0.4  0.3  0.0
2. R_002    *    3. *   1.5 *  0.3  0.0  0.0  0.1  0.1  1.0
3. R_003    *  182. *   1.6 *  0.0  0.2  0.2  0.0  1.0  0.2
4. R_004    *   93. *   1.5 *  0.0  0.4  0.8  0.0  0.0  0.3
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center 2018 Alt 2 Intersection 16
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=  0.0 CM/S
      CLAS=     7 (G)            VS=  0.0 CM/S
      MIXH= 1000. M             AMB=  0.0 PPM
     SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)    *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2   * TYPE  VPH  (G/MI)   (M)   (M)
----------------*---------------------------*-------------------------------
A. EBA          * -1000    -5     0    -5 *  AG   1419   3.0    0.0  17.0
B. EBD          *     0    -4  1000    -4 *  AG   1376   3.0    0.0  13.3
C. WBA          *  1000     5     0     5 *  AG   1234   3.0    0.0  17.0
D. WBD          *     0     4 -1000     4 *  AG   1273   3.0    0.0  13.3
E. NBA          *     7 -1000     7     0 *  AG   1914   3.0    0.0  20.6
F. NBD          *     5     0     5  1000 *  AG   1918   3.0    0.0  17.0


 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*--------------------
1. R_001    *     18    -10   1.8
2. R_002    *     -3    -14   1.8
3. R_003    *     14     14   1.8
4. R_004    *     -5     11   1.8


  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *           CONC/LINK
            *  BRG  * CONC  *             (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F
------------*-------*-------*-------------------------------
1. R_001    *  273. *   1.7 *  0.8  0.2  0.0  0.4  0.3  0.0
2. R_002    *    3. *   1.5 *  0.3  0.0  0.0  0.1  0.1  1.0
3. R_003    *  182. *   1.6 *  0.0  0.2  0.2  0.0  1.0  0.2
4. R_004    *   93. *   1.5 *  0.0  0.4  0.8  0.0  0.0  0.3
```

```
          CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                   JUNE 1989 VERSION
                   PAGE   1

               JOB: Parker Center 2018 Alt 3 Intersection 16
               RUN: CALINE4 RUN      (WORST CASE ANGLE)
        POLLUTANT: Carbon Monoxide


  I.  SITE VARIABLES

         U=   0.5 M/S            Z0= 400. CM            ALT=     0. (M)
       BRG= WORST CASE           VD=  0.0 CM/S
      CLAS=     7 (G)            VS=  0.0 CM/S
      MIXH= 1000. M             AMB=  0.0 PPM
     SIGTH=    5. DEGREES       TEMP=  8.3 DEGREE (C)


  II.  LINK VARIABLES

      LINK      *  LINK COORDINATES (M)    *              EF     H     W
   DESCRIPTION  *   X1    Y1    X2    Y2   * TYPE  VPH  (G/MI)   (M)   (M)
----------------*---------------------------*-------------------------------
A. EBA          * -1000    -5     0    -5 *  AG   1427   3.0    0.0  17.0
B. EBD          *     0    -4  1000    -4 *  AG   1385   3.0    0.0  13.3
C. WBA          *  1000     5     0     5 *  AG   1255   3.0    0.0  17.0
D. WBD          *     0     4 -1000     4 *  AG   1294   3.0    0.0  13.3
E. NBA          *     7 -1000     7     0 *  AG   1915   3.0    0.0  20.6
F. NBD          *     5     0     5  1000 *  AG   1918   3.0    0.0  17.0


 III.  RECEPTOR LOCATIONS

            *    COORDINATES (M)
  RECEPTOR  *    X      Y      Z
------------*---------------------
1. R_001    *     18    -10   1.8
2. R_002    *     -3    -14   1.8
3. R_003    *     14     14   1.8
4. R_004    *     -5     11   1.8


  IV.  MODEL RESULTS (WORST CASE WIND ANGLE )

            *       * PRED  *           CONC/LINK
            *  BRG  * CONC  *             (PPM)
  RECEPTOR  * (DEG) * (PPM) *   A    B    C    D    E    F
------------*-------*-------*-----------------------------
1. R_001    *  273. *   1.7 *  0.8  0.2  0.0  0.4  0.3  0.0
2. R_002    *    3. *   1.5 *  0.3  0.0  0.0  0.1  0.1  1.0
3. R_003    *  182. *   1.6 *  0.0  0.2  0.2  0.0  1.0  0.2
4. R_004    *   93. *   1.6 *  0.0  0.4  0.8  0.0  0.0  0.3
```

			RESULTS	
	Receptor	PM Caline Input (Highest	Persistence Factor	PM Future 1-Hr Concentration	PM Future 8-Hr Concentration
Existing					
Alameda Street & Cesar E. Chavez Avenue	1	2.6	0.7	5.4	4.2
	2	2.6	0.7	5.4	4.2
	3	2.3	0.7	5.1	4.0
	4	2.8	0.7	5.6	4.4
Los Angeles Street & Temple Street	1	1.8	0.7	4.6	3.7
	2	2	0.7	4.8	3.8
	3	1.7	0.7	4.5	3.6
	4	1.9	0.7	4.7	3.7
Main Street & 1st Street	1	2.5	0.7	5.3	4.2
	2	2.4	0.7	5.2	4.1
	3	2.5	0.7	5.3	4.2
	4	2.3	0.7	5.1	4.0
Alt 1					
Alameda Street & Cesar E. Chavez Avenue	1	2.6	0.7	5.4	4.2
	2	2.6	0.7	5.4	4.2
	3	2.3	0.7	5.1	4.0
	4	2.8	0.7	5.6	4.4
Los Angeles Street & Temple Street	1	2	0.7	4.8	3.8
	2	2.1	0.7	4.9	3.9
	3	1.8	0.7	4.6	3.7
	4	2	0.7	4.8	3.8
Main Street & 1st Street	1	2.5	0.7	5.3	4.2
	2	2.4	0.7	5.2	4.1
	3	2.5	0.7	5.3	4.2
	4	2.3	0.7	5.1	4.0
Alt 2					
Alameda Street & Cesar E. Chavez Avenue	1	2.6	0.7	5.4	4.2
	2	2.6	0.7	5.4	4.2
	3	2.3	0.7	5.1	4.0
	4	2.8	0.7	5.6	4.4
Los Angeles Street & Temple Street	1	2.3	0.7	5.1	4.0
	2	2.2	0.7	5.0	3.9
	3	2	0.7	4.8	3.8
	4	2	0.7	4.8	3.8
Main Street & 1st Street	1	2.5	0.7	5.3	4.2
	2	2.4	0.7	5.2	4.1
	3	2.5	0.7	5.3	4.2
	4	2.4	0.7	5.2	4.1
Alt 3					
Alameda Street & Cesar E. Chavez Avenue	1	2.6	0.7	5.4	4.2
	2	2.6	0.7	5.4	4.2
	3	2.3	0.7	5.1	4.0
	4	2.8	0.7	5.6	4.4
Los Angeles Street & Temple Street	1	2.5	0.7	5.3	4.2
	2	2.3	0.7	5.1	4.0
	3	2.1	0.7	4.9	3.9
	4	2.1	0.7	4.9	3.9
Main Street & 1st Street	1	2.5	0.7	5.3	4.2
	2	2.4	0.7	5.2	4.1
	3	2.5	0.7	5.3	4.2
	4	2.4	0.7	5.2	4.1

	2.7	2.7	2.8	2.8				
	2.2	2.3	2.4	2.4				

	Existing		EPP Alt 1		EPP Alt 2		EPP Alt 3	
	Max 1Hr	Max 8Hr	Max 1Hr	Max 8Hr	Max 1Hr	Max 8Hr	Max 1Hr	Max 8Hr
Alameda Street & Cesar E. Chavez Avenue	5.6	4.4	5.6	4.4	5.6	4.4	5.6	4.4
Los Angeles Street & Temple Street	4.8	3.8	4.9	3.9	5.1	4.0	5.3	4.2
Main Street & 1st Street	5.3	4.2	5.3	4.2	5.3	4.2	5.3	4.2

NP	Receptor		Persistence Factor	RESULTS PM Future 1-Hr Concentration	RESULTS PM Future 8-Hr Concentration
Alameda Street & Cesar E. Chavez Avenue	1	1.7	0.7	4.5	3.6
	2	1.7	0.7	4.5	3.6
	3	1.5	0.7	4.3	3.5
	4	1.8	0.7	4.6	3.7
Los Angeles Street & Temple Street	1	1.2	0.7	4.0	3.2
	2	1.4	0.7	4.2	3.4
	3	1.2	0.7	4.0	3.2
	4	1.3	0.7	4.1	3.3
Main Street & 1st Street	1	1.7	0.7	4.5	3.6
	2	1.5	0.7	4.3	3.5
	3	1.5	0.7	4.3	3.5
	4	1.5	0.7	4.3	3.5
Alt 1					
Alameda Street & Cesar E. Chavez Avenue	1	1.7	0.7	4.5	3.6
	2	1.7	0.7	4.5	3.6
	3	1.5	0.7	4.3	3.5
	4	1.8	0.7	4.6	3.7
Los Angeles Street & Temple Street	1	1.3	0.7	4.1	3.3
	2	1.4	0.7	4.2	3.4
	3	1.3	0.7	4.1	3.3
	4	1.3	0.7	4.1	3.3
Main Street & 1st Street	1	1.7	0.7	4.5	3.6
	2	1.5	0.7	4.3	3.5
	3	1.6	0.7	4.4	3.5
	4	1.5	0.7	4.3	3.5
Alt 2					
Alameda Street & Cesar E. Chavez Avenue	1	1.7	0.7	4.5	3.6
	2	1.7	0.7	4.5	3.6
	3	1.5	0.7	4.3	3.5
	4	1.9	0.7	4.7	3.7
Los Angeles Street & Temple Street	1	1.5	0.7	4.3	3.5
	2	1.5	0.7	4.3	3.5
	3	1.3	0.7	4.1	3.3
	4	1.3	0.7	4.1	3.3
Main Street & 1st Street	1	1.7	0.7	4.5	3.6
	2	1.5	0.7	4.3	3.5
	3	1.6	0.7	4.4	3.5
	4	1.5	0.7	4.3	3.5
Alt 3					
Alameda Street & Cesar E. Chavez Avenue	1	1.7	0.7	4.5	3.6
	2	1.7	0.7	4.5	3.6
	3	1.5	0.7	4.3	3.5
	4	1.9	0.7	4.7	3.7
Los Angeles Street & Temple Street	1	1.6	0.7	4.4	3.5
	2	1.5	0.7	4.3	3.5
	3	1.4	0.7	4.2	3.4
	4	1.4	0.7	4.2	3.4
Main Street & 1st Street	1	1.7	0.7	4.5	3.6
	2	1.5	0.7	4.3	3.5
	3	1.6	0.7	4.4	3.5
	4	1.6	0.7	4.4	3.5

Background CO Levels (Usually Ave. last 3 yrs. Monitoring Data)

	1-Hr Ave.	8-Hr Ave.
	2.8	2.4

	2009	2010	2011	max
1hr	2.7	2.7	2.8	2.8
8hr	2.2	2.3	2.4	2.4

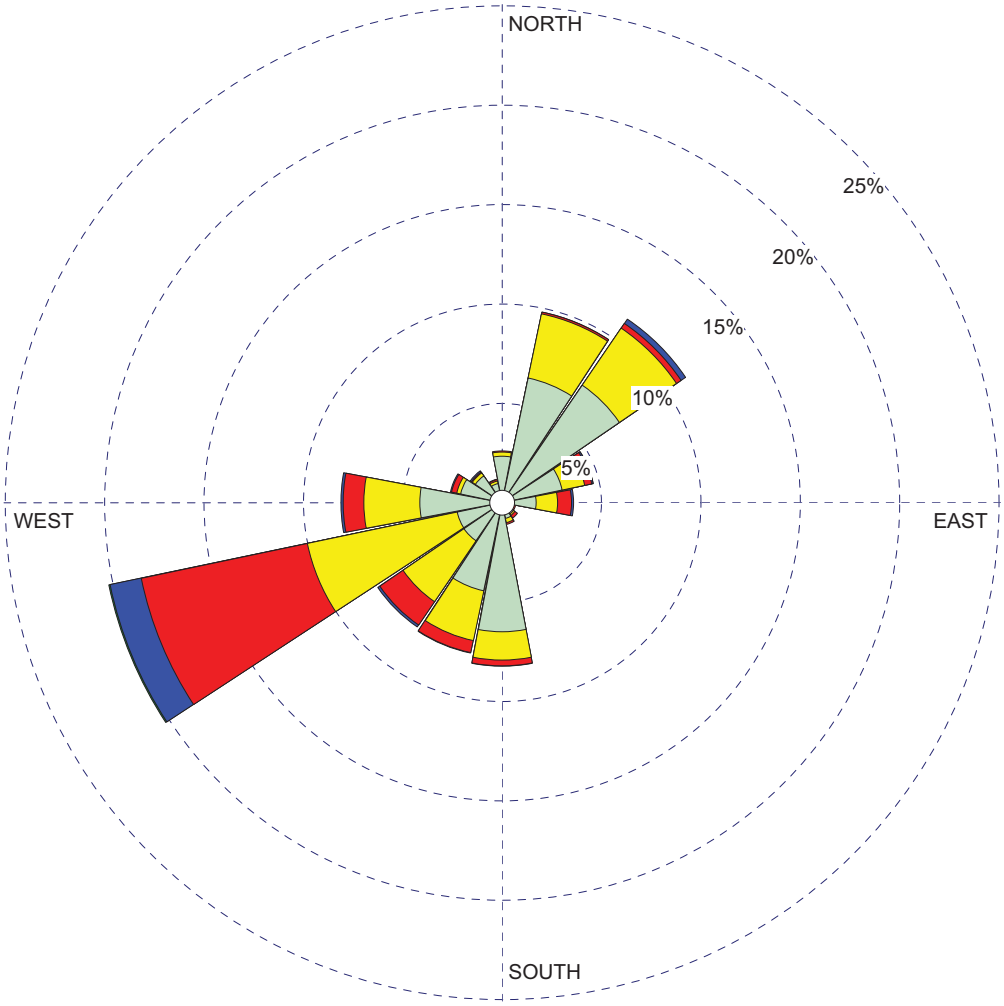
	Existing		EPP Alt 1		EPP Alt 2		EPP Alt 3	
	Max 1Hr	Max 8Hr	Max 1Hr	Max 8Hr	Max 1Hr	Max 8Hr	Max 1Hr	Max 8Hr
Alameda Street & Cesar E. Chavez Avenue	4.6	3.7	4.6	3.7	4.7	3.7	4.7	3.7
Los Angeles Street & Temple Street	4.2	3.4	4.2	3.4	4.3	3.5	4.4	3.5
Main Street & 1st Street	4.5	3.6	4.5	3.6	4.5	3.6	4.5	3.6

WIND ROSE PLOT:

Downtown LA - wind rose

DISPLAY:

Wind Speed
Direction (blowing from)



WIND SPEED
(m/s)

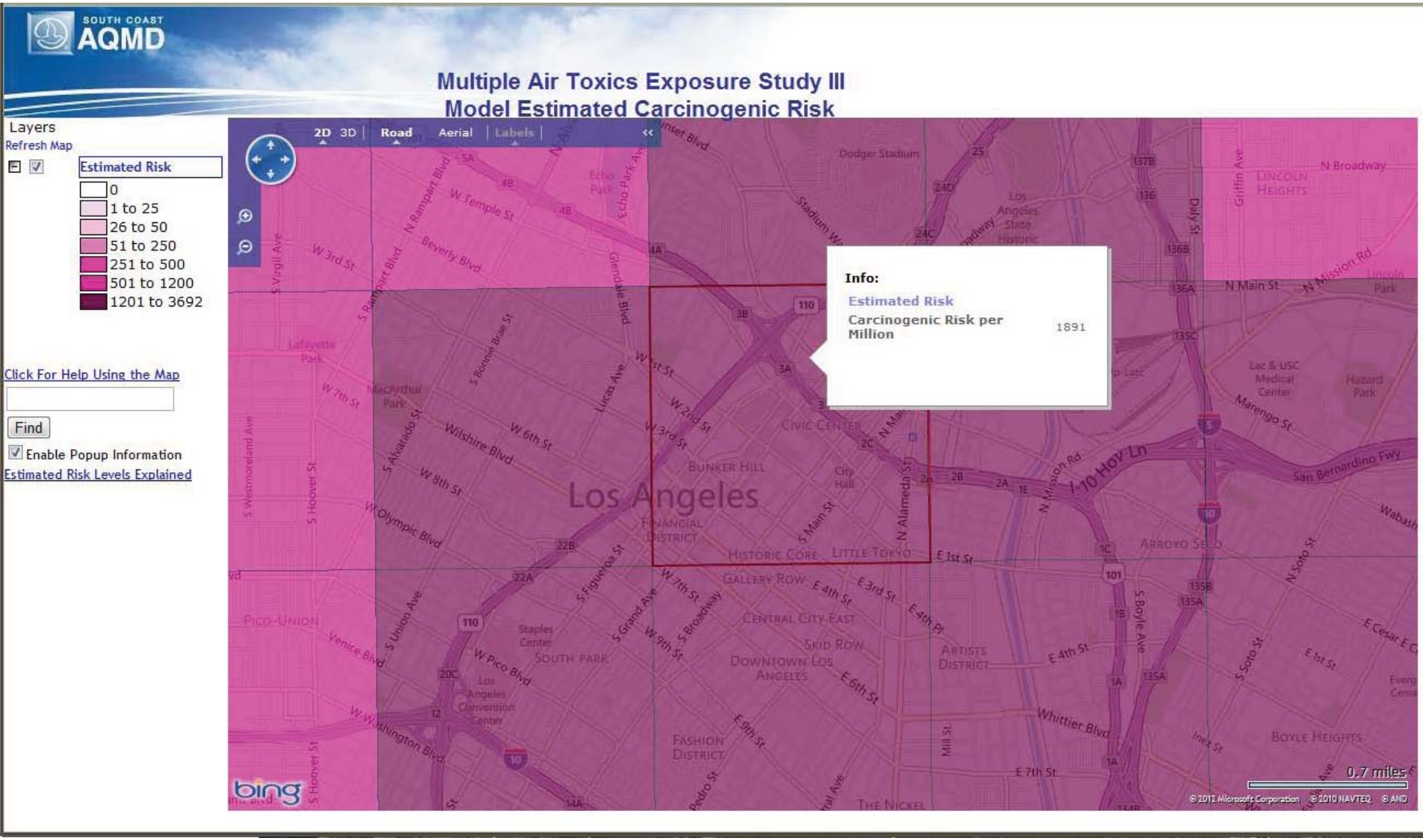
- >= 11.1
- 8.8 - 11.1
- 5.7 - 8.8
- 3.6 - 5.7
- 2.1 - 3.6
- 0.5 - 2.1

Calms: 7.90%

COMMENTS:	DATA PERIOD:	COMPANY NAME:	
	Start Date: 1/1/1981 - 00:00 **End Date: 12/31/1981 - 23:00**	MODELER:	
	CALM WINDS: **7.90%**	TOTAL COUNT: **8760 hrs.**	
	AVG. WIND SPEED: **2.21 m/s**	DATE: **9/13/2012**	PROJECT NO.:

SOUTH COAST AQMD

Multiple Air Toxics Exposure Study III
Model Estimated Carcinogenic Risk



Back to:
State Map | Western U.S. map | Home Page

NOTE:
To print data frame (right side), click on right frame before printing.

1981 - 2010

- Daily Temp. & Precip.
- Daily Tabular data (~23 KB)
- Monthly Tabular data (~1 KB)
- NCDC 1981-2010 Normals (~3 KB)

1971 - 2000

- Daily Temp. & Precip.
- Daily Tabular data (~23 KB)
- Monthly Tabular data (~1 KB)
- NCDC 1971-2000 Normals (~3 KB)

1961 - 1990

- Daily Temp. & Precip.
- Daily Tabular data (~23 KB)
- Monthly Tabular data (~1 KB)
- NCDC 1961-1990 Normals (~3 KB)

Period of Record

- Station Metadata
- Station Metadata Graphics

LOS ANGELES CIVIC CENTE, CALIFORNIA (045115)

Period of Record Monthly Climate Summary

Period of Record : 1/ 1/1914 to 12/31/2005

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Average Max. Temperature (F)	66.4	67.4	68.8	71.1	73.1	77.1	82.4	83.2	81.8	77.5	72.9	67.6	74.1
Average Min. Temperature (F)	48.4	49.7	51.2	53.5	56.6	59.8	63.1	64.0	62.7	58.8	53.3	49.3	55.9
Average Total Precipitation (in.)	3.18	3.44	2.45	1.04	0.26	0.06	0.01	0.06	0.28	0.44	1.30	2.37	14.91
Average Total SnowFall (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Snow Depth (in.)	0	0	0	0	0	0	0	0	0	0	0	0	0

Percent of possible observations for period of record.
Max. Temp.: 99.5% Min. Temp.: 99.5% Precipitation: 99.5% Snowfall: 41.6% Snow Depth: 41.6%
Check Station Metadata or Metadata graphics for more detail about data completeness.

Western Regional Climate Center, wrcc@dri.edu

Appendix B1

Inter-Building Circulation Modeling

Parker Center Bridge Enclosure

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Light Industry	4.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	11	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - 250 days structure erection; 11 days coatings

Off-road Equipment - default equipment

Construction Off-road Equipment Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.11	0.81	0.70	0.00	0.00	0.05	0.05	0.00	0.05	0.05	0.00	118.59	118.59	0.01	0.00	118.79
2017	0.15	0.68	0.65	0.00	0.00	0.04	0.04	0.00	0.04	0.04	0.00	109.11	109.11	0.01	0.00	109.27
Total	**0.26**	**1.49**	**1.35**	**0.00**	**0.00**	**0.09**	**0.09**	**0.00**	**0.09**	**0.09**	**0.00**	**227.70**	**227.70**	**0.02**	**0.00**	**228.06**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.04	0.08	0.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	118.59	118.59	0.01	0.00	118.79
2017	0.08	0.07	0.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	109.11	109.11	0.01	0.00	109.27
Total	**0.12**	**0.15**	**1.47**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**227.70**	**227.70**	**0.02**	**0.00**	**228.06**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	34.98	34.98	0.00	0.00	35.11
Mobile	0.02	0.05	0.20	0.00	0.04	0.00	0.05	0.00	0.00	0.00	0.00	36.35	36.35	0.00	0.00	36.38
Waste						0.00	0.00		0.00	0.00	53.14	0.00	53.14	3.14	0.00	119.10
Water						0.00	0.00		0.00	0.00	0.00	162.10	162.10	0.68	0.02	182.00
Total	**0.04**	**0.05**	**0.20**	**0.00**	**0.04**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**53.14**	**233.43**	**286.57**	**3.82**	**0.02**	**372.59**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	34.98	34.98	0.00	0.00	35.11
Mobile	0.02	0.05	0.20	0.00	0.04	0.00	0.05	0.00	0.00	0.00	0.00	36.35	36.35	0.00	0.00	36.38
Waste						0.00	0.00		0.00	0.00	53.14	0.00	53.14	3.14	0.00	119.10
Water						0.00	0.00		0.00	0.00	0.00	162.10	162.10	0.68	0.02	182.00
Total	**0.04**	**0.05**	**0.20**	**0.00**	**0.04**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**53.14**	**233.43**	**286.57**	**3.82**	**0.02**	**372.59**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

3.2 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.11	0.80	0.69	0.00		0.05	0.05		0.05	0.05	0.00	115.57	115.57	0.01	0.00	115.76
Total	**0.11**	**0.80**	**0.69**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**115.57**	**115.57**	**0.01**	**0.00**	**115.76**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.65	1.65	0.00	0.00	1.65
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.38	1.38	0.00	0.00	1.38
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.03**	**3.03**	**0.00**	**0.00**	**3.03**

3.2 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.07	0.75	0.00		0.00	0.00		0.00	0.00	0.00	115.57	115.57	0.01	0.00	115.76
Total	**0.03**	**0.07**	**0.75**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**115.57**	**115.57**	**0.01**	**0.00**	**115.76**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.65	1.65	0.00	0.00	1.65
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.38	1.38	0.00	0.00	1.38
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.03**	**3.03**	**0.00**	**0.00**	**3.03**

3.2 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.09	0.66	0.62	0.00		0.04	0.04		0.04	0.04	0.00	104.98	104.98	0.01	0.00	105.14
Total	**0.09**	**0.66**	**0.62**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**104.98**	**104.98**	**0.01**	**0.00**	**105.14**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50	0.00	0.00	1.50
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.22	1.22	0.00	0.00	1.23
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.72**	**2.72**	**0.00**	**0.00**	**2.73**

3.2 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.06	0.68	0.00		0.00	0.00		0.00	0.00	0.00	104.98	104.98	0.01	0.00	105.14
Total	**0.03**	**0.06**	**0.68**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**104.98**	**104.98**	**0.01**	**0.00**	**105.14**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50	0.00	0.00	1.50
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.22	1.22	0.00	0.00	1.23
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.72**	**2.72**	**0.00**	**0.00**	**2.73**

3.3 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.40	1.40	0.00	0.00	1.41
Total	**0.05**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.40**	**1.40**	**0.00**	**0.00**	**1.41**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.3 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.40	1.40	0.00	0.00	1.41
Total	**0.05**	**0.00**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.40**	**1.40**	**0.00**	**0.00**	**1.41**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.05	0.20	0.00	0.04	0.00	0.05	0.00	0.00	0.00	0.00	36.35	36.35	0.00	0.00	36.38
Unmitigated	0.02	0.05	0.20	0.00	0.04	0.00	0.05	0.00	0.00	0.00	0.00	36.35	36.35	0.00	0.00	36.38
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	31.37	5.94	3.06	79,928	79,928
Total	31.37	5.94	3.06	79,928	79,928

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Light Industry	8.90	13.30	7.40	59.00	28.00	13.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	30.46	30.46	0.00	0.00	30.56
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	30.46	30.46	0.00	0.00	30.56
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	4.52	4.52	0.00	0.00	4.54
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	4.52	4.52	0.00	0.00	4.54
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Light Industry	84645	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	4.52	4.52	0.00	0.00	4.54
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**4.52**	**4.52**	**0.00**	**0.00**	**4.54**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Light Industry	84645	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	4.52	4.52	0.00	0.00	4.54
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**4.52**	**4.52**	**0.00**	**0.00**	**4.54**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Light Industry	54225					30.46	0.00	0.00	30.56
Total						**30.46**	**0.00**	**0.00**	**30.56**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Light Industry	54225					30.46	0.00	0.00	30.56
Total						**30.46**	**0.00**	**0.00**	**30.56**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.03**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.03**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					162.10	0.68	0.02	182.00
Unmitigated					162.10	0.68	0.02	182.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Light Industry	22.1262 / 0					162.10	0.68	0.02	182.00
Total						**162.10**	**0.68**	**0.02**	**182.00**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Light Industry	22.1262 / 0					162.10	0.68	0.02	182.00
Total						**162.10**	**0.68**	**0.02**	**182.00**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					53.14	3.14	0.00	119.10
Unmitigated					53.14	3.14	0.00	119.10
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Light Industry	261.8					53.14	3.14	0.00	119.10
Total						**53.14**	**3.14**	**0.00**	**119.10**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Light Industry	261.8					53.14	3.14	0.00	119.10
Total						**53.14**	**3.14**	**0.00**	**119.10**

9.0 Vegetation

Parker Center Bridge Enclosure

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Light Industry	4.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	11	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - 250 days structure erection; 11 days coatings

Off-road Equipment - default equipment

Construction Off-road Equipment Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	1.75	12.40	10.75	0.02	0.04	0.71	0.75	0.00	0.71	0.71	0.00	1,997.67	0.00	0.16	0.00	2,000.94
2017	9.80	11.18	10.69	0.02	0.04	0.61	0.65	0.00	0.61	0.62	0.00	1,997.24	0.00	0.14	0.00	2,000.27
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	0.55	1.17	11.69	0.02	0.00	0.06	0.06	0.00	0.06	0.06	0.00	1,997.67	0.00	0.16	0.00	2,000.94
2017	9.56	1.16	11.67	0.02	0.00	0.06	0.06	0.00	0.06	0.06	0.00	1,997.24	0.00	0.14	0.00	2,000.27
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Mobile	0.15	0.36	1.44	0.00	0.35	0.02	0.37	0.00	0.02	0.02		304.12		0.01		304.36
Total	**0.27**	**0.38**	**1.46**	**0.00**	**0.35**	**0.02**	**0.37**	**0.00**	**0.02**	**0.02**		**331.40**		**0.01**	**0.00**	**331.81**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Mobile	0.15	0.36	1.44	0.00	0.35	0.02	0.37	0.00	0.02	0.02		304.12		0.01		304.36
Total	**0.27**	**0.38**	**1.46**	**0.00**	**0.35**	**0.02**	**0.37**	**0.00**	**0.02**	**0.02**		**331.40**		**0.01**	**0.00**	**331.81**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

3.2 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.73	12.26	10.55	0.02		0.70	0.70		0.70	0.70		1,945.40		0.15		1,948.63
Total	**1.73**	**12.26**	**10.55**	**0.02**		**0.70**	**0.70**		**0.70**	**0.70**		**1,945.40**		**0.15**		**1,948.63**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.13	0.08	0.00	0.01	0.00	0.01	0.00	0.00	0.01		27.86		0.00		27.87
Worker	0.01	0.01	0.12	0.00	0.03	0.00	0.03	0.00	0.00	0.00		24.41		0.00		24.44
Total	**0.02**	**0.14**	**0.20**	**0.00**	**0.04**	**0.00**	**0.04**	**0.00**	**0.00**	**0.01**		**52.27**		**0.00**		**52.31**

3.2 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.52	1.03	11.48	0.02		0.05	0.05		0.05	0.05	0.00	1,945.40		0.15		1,948.63
Total	**0.52**	**1.03**	**11.48**	**0.02**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**1,945.40**		**0.15**		**1,948.63**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.13	0.08	0.00	0.00	0.00	0.01	0.00	0.00	0.01		27.86		0.00		27.87
Worker	0.01	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00		24.41		0.00		24.44
Total	**0.02**	**0.14**	**0.20**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.01**		**52.27**		**0.00**		**52.31**

3.2 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.60	11.05	10.50	0.02		0.61	0.61		0.61	0.61		1,945.40		0.14		1,948.39
Total	**1.60**	**11.05**	**10.50**	**0.02**		**0.61**	**0.61**		**0.61**	**0.61**		**1,945.40**		**0.14**		**1,948.39**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.12	0.08	0.00	0.01	0.00	0.01	0.00	0.00	0.00		27.91		0.00		27.93
Worker	0.01	0.01	0.11	0.00	0.03	0.00	0.03	0.00	0.00	0.00		23.93		0.00		23.95
Total	**0.02**	**0.13**	**0.19**	**0.00**	**0.04**	**0.00**	**0.04**	**0.00**	**0.00**	**0.00**		**51.84**		**0.00**		**51.88**

3.2 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.52	1.03	11.48	0.02		0.05	0.05		0.05	0.05	0.00	1,945.40		0.14		1,948.39
Total	**0.52**	**1.03**	**11.48**	**0.02**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**1,945.40**		**0.14**		**1,948.39**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.12	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00		27.91		0.00		27.93
Worker	0.01	0.01	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00		23.93		0.00		23.95
Total	**0.02**	**0.13**	**0.19**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**51.84**		**0.00**		**51.88**

3.3 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.47					0.00	0.00		0.00	0.00						0.00
Off-Road	0.33	2.18	1.87	0.00		0.17	0.17		0.17	0.17		281.19		0.03		281.81
Total	**9.80**	**2.18**	**1.87**	**0.00**		**0.17**	**0.17**		**0.17**	**0.17**		**281.19**		**0.03**		**281.81**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

3.3 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.47					0.00	0.00		0.00	0.00						0.00
Off-Road	0.08	0.15	1.83	0.00		0.01	0.01		0.01	0.01	0.00	281.19		0.03		281.81
Total	**9.55**	**0.15**	**1.83**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**281.19**		**0.03**		**281.81**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.15	0.36	1.44	0.00	0.35	0.02	0.37	0.00	0.02	0.02		304.12		0.01		304.36
Unmitigated	0.15	0.36	1.44	0.00	0.35	0.02	0.37	0.00	0.02	0.02		304.12		0.01		304.36
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	31.37	5.94	3.06	79,928	79,928
Total	31.37	5.94	3.06	79,928	79,928

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Light Industry	8.90	13.30	7.40	59.00	28.00	13.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
NaturalGas Unmitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Light Industry	231.904	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**27.28**		**0.00**	**0.00**	**27.45**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Light Industry	0.231904	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**27.28**		**0.00**	**0.00**	**27.45**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.12**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.12**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Parker Center Bridge Enclosure

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Light Industry	4.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	11	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - 250 days structure erection; 11 days coatings

Off-road Equipment - default equipment

Construction Off-road Equipment Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	1.75	12.40	10.76	0.02	0.04	0.71	0.75	0.00	0.71	0.71	0.00	1,995.66	0.00	0.16	0.00	1,998.93
2017	9.80	11.18	10.69	0.02	0.04	0.61	0.65	0.00	0.61	0.62	0.00	1,995.26	0.00	0.14	0.00	1,998.28
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	0.55	1.17	11.69	0.02	0.00	0.06	0.06	0.00	0.06	0.06	0.00	1,995.66	0.00	0.16	0.00	1,998.93
2017	9.56	1.16	11.68	0.02	0.00	0.06	0.06	0.00	0.06	0.06	0.00	1,995.26	0.00	0.14	0.00	1,998.28
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Mobile	0.16	0.38	1.41	0.00	0.35	0.02	0.37	0.00	0.02	0.02		286.08		0.01		286.32
Total	**0.28**	**0.40**	**1.43**	**0.00**	**0.35**	**0.02**	**0.37**	**0.00**	**0.02**	**0.02**		**313.36**		**0.01**	**0.00**	**313.77**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Mobile	0.16	0.38	1.41	0.00	0.35	0.02	0.37	0.00	0.02	0.02		286.08		0.01		286.32
Total	**0.28**	**0.40**	**1.43**	**0.00**	**0.35**	**0.02**	**0.37**	**0.00**	**0.02**	**0.02**		**313.36**		**0.01**	**0.00**	**313.77**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

3.2 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.73	12.26	10.55	0.02		0.70	0.70		0.70	0.70		1,945.40		0.15		1,948.63
Total	**1.73**	**12.26**	**10.55**	**0.02**		**0.70**	**0.70**		**0.70**	**0.70**		**1,945.40**		**0.15**		**1,948.63**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.13	0.10	0.00	0.01	0.00	0.01	0.00	0.00	0.01		27.64		0.00		27.66
Worker	0.01	0.01	0.12	0.00	0.03	0.00	0.03	0.00	0.00	0.00		22.62		0.00		22.64
Total	**0.02**	**0.14**	**0.22**	**0.00**	**0.04**	**0.00**	**0.04**	**0.00**	**0.00**	**0.01**		**50.26**		**0.00**		**50.30**

3.2 Building Construction - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.52	1.03	11.48	0.02		0.05	0.05		0.05	0.05	0.00	1,945.40		0.15		1,948.63
Total	**0.52**	**1.03**	**11.48**	**0.02**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**1,945.40**		**0.15**		**1,948.63**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.13	0.10	0.00	0.00	0.00	0.01	0.00	0.00	0.01		27.64		0.00		27.66
Worker	0.01	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00		22.62		0.00		22.64
Total	**0.02**	**0.14**	**0.22**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.01**		**50.26**		**0.00**		**50.30**

3.2 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.60	11.05	10.50	0.02		0.61	0.61		0.61	0.61		1,945.40		0.14		1,948.39
Total	**1.60**	**11.05**	**10.50**	**0.02**		**0.61**	**0.61**		**0.61**	**0.61**		**1,945.40**		**0.14**		**1,948.39**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.12	0.09	0.00	0.01	0.00	0.01	0.00	0.00	0.00		27.70		0.00		27.71
Worker	0.01	0.01	0.11	0.00	0.03	0.00	0.03	0.00	0.00	0.00		22.16		0.00		22.19
Total	**0.02**	**0.13**	**0.20**	**0.00**	**0.04**	**0.00**	**0.04**	**0.00**	**0.00**	**0.00**		**49.86**		**0.00**		**49.90**

3.2 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.52	1.03	11.48	0.02		0.05	0.05		0.05	0.05	0.00	1,945.40		0.14		1,948.39
Total	**0.52**	**1.03**	**11.48**	**0.02**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**1,945.40**		**0.14**		**1,948.39**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.12	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00		27.70		0.00		27.71
Worker	0.01	0.01	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00		22.16		0.00		22.19
Total	**0.02**	**0.13**	**0.20**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**49.86**		**0.00**		**49.90**

3.3 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.47					0.00	0.00		0.00	0.00						0.00
Off-Road	0.33	2.18	1.87	0.00		0.17	0.17		0.17	0.17		281.19		0.03		281.81
Total	**9.80**	**2.18**	**1.87**	**0.00**		**0.17**	**0.17**		**0.17**	**0.17**		**281.19**		**0.03**		**281.81**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

3.3 Architectural Coating - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.47					0.00	0.00		0.00	0.00						0.00
Off-Road	0.08	0.15	1.83	0.00		0.01	0.01		0.01	0.01	0.00	281.19		0.03		281.81
Total	**9.55**	**0.15**	**1.83**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**281.19**		**0.03**		**281.81**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.16	0.38	1.41	0.00	0.35	0.02	0.37	0.00	0.02	0.02		286.08		0.01		286.32
Unmitigated	0.16	0.38	1.41	0.00	0.35	0.02	0.37	0.00	0.02	0.02		286.08		0.01		286.32
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	31.37	5.94	3.06	79,928	79,928
Total	31.37	5.94	3.06	79,928	79,928

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Light Industry	8.90	13.30	7.40	59.00	28.00	13.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
NaturalGas Unmitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Light Industry	231.904	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**27.28**		**0.00**	**0.00**	**27.45**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Light Industry	0.231904	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**27.28**		**0.00**	**0.00**	**27.45**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.12**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.12**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Parker Center Tunnel

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Light Industry	4.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	11	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Tunnel Boring

Off-road Equipment - Generator Set to simulate TBM. 1,500 HP, 85% load factor

Construction Off-road Equipment Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.32	4.44	1.19	0.00	0.00	0.11	0.11	0.00	0.11	0.11	0.00	505.72	505.72	0.03	0.00	506.26
Total	**0.32**	**4.44**	**1.19**	**0.00**	**0.00**	**0.11**	**0.11**	**0.00**	**0.11**	**0.11**	**0.00**	**505.72**	**505.72**	**0.03**	**0.00**	**506.26**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.14	2.55	2.55	0.00	0.00	0.03	0.03	0.00	0.03	0.03	0.00	505.72	505.72	0.03	0.00	506.26
Total	**0.14**	**2.55**	**2.55**	**0.00**	**0.00**	**0.03**	**0.03**	**0.00**	**0.03**	**0.03**	**0.00**	**505.72**	**505.72**	**0.03**	**0.00**	**506.26**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	34.98	34.98	0.00	0.00	35.11
Mobile	0.02	0.05	0.20	0.00	0.04	0.00	0.05	0.00	0.00	0.00	0.00	36.35	36.35	0.00	0.00	36.38
Waste						0.00	0.00		0.00	0.00	53.14	0.00	53.14	3.14	0.00	119.10
Water						0.00	0.00		0.00	0.00	0.00	162.10	162.10	0.68	0.02	182.00
Total	**0.04**	**0.05**	**0.20**	**0.00**	**0.04**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**53.14**	**233.43**	**286.57**	**3.82**	**0.02**	**372.59**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	34.98	34.98	0.00	0.00	35.11
Mobile	0.02	0.05	0.20	0.00	0.04	0.00	0.05	0.00	0.00	0.00	0.00	36.35	36.35	0.00	0.00	36.38
Waste						0.00	0.00		0.00	0.00	53.14	0.00	53.14	3.14	0.00	119.10
Water						0.00	0.00		0.00	0.00	0.00	162.10	162.10	0.68	0.02	182.00
Total	**0.04**	**0.05**	**0.20**	**0.00**	**0.04**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**	**53.14**	**233.43**	**286.57**	**3.82**	**0.02**	**372.59**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Tunnel Boring - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.32	4.44	1.18	0.00		0.11	0.11		0.11	0.11	0.00	503.71	503.71	0.03	0.00	504.25
Total	**0.32**	**4.44**	**1.18**	**0.00**		**0.11**	**0.11**		**0.11**	**0.11**	**0.00**	**503.71**	**503.71**	**0.03**	**0.00**	**504.25**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.10	1.10	0.00	0.00	1.10
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.91	0.00	0.00	0.91
Total	**0.00**	**0.01**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.01**	**2.01**	**0.00**	**0.00**	**2.01**

3.2 Tunnel Boring - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.14	2.54	2.54	0.00		0.03	0.03		0.03	0.03	0.00	503.71	503.71	0.03	0.00	504.25
Total	**0.14**	**2.54**	**2.54**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**503.71**	**503.71**	**0.03**	**0.00**	**504.25**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.10	1.10	0.00	0.00	1.10
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.91	0.00	0.00	0.91
Total	**0.00**	**0.01**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.01**	**2.01**	**0.00**	**0.00**	**2.01**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.05	0.20	0.00	0.04	0.00	0.05	0.00	0.00	0.00	0.00	36.35	36.35	0.00	0.00	36.38
Unmitigated	0.02	0.05	0.20	0.00	0.04	0.00	0.05	0.00	0.00	0.00	0.00	36.35	36.35	0.00	0.00	36.38
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	31.37	5.94	3.06	79,928	79,928
Total	31.37	5.94	3.06	79,928	79,928

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Light Industry	8.90	13.30	7.40	59.00	28.00	13.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	30.46	30.46	0.00	0.00	30.56
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	30.46	30.46	0.00	0.00	30.56
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	4.52	4.52	0.00	0.00	4.54
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	4.52	4.52	0.00	0.00	4.54
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Light Industry	84645	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	4.52	4.52	0.00	0.00	4.54
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**4.52**	**4.52**	**0.00**	**0.00**	**4.54**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Light Industry	84645	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	4.52	4.52	0.00	0.00	4.54
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**4.52**	**4.52**	**0.00**	**0.00**	**4.54**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Light Industry	54225					30.46	0.00	0.00	30.56
Total						**30.46**	**0.00**	**0.00**	**30.56**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Light Industry	54225					30.46	0.00	0.00	30.56
Total						**30.46**	**0.00**	**0.00**	**30.56**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.03**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.03**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					162.10	0.68	0.02	182.00
Unmitigated					162.10	0.68	0.02	182.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Light Industry	22.1262 / 0					162.10	0.68	0.02	182.00
Total						**162.10**	**0.68**	**0.02**	**182.00**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Light Industry	22.1262 / 0					162.10	0.68	0.02	182.00
Total						**162.10**	**0.68**	**0.02**	**182.00**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					53.14	3.14	0.00	119.10
Unmitigated					53.14	3.14	0.00	119.10
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Light Industry	261.8					53.14	3.14	0.00	119.10
Total						**53.14**	**3.14**	**0.00**	**119.10**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Light Industry	261.8					53.14	3.14	0.00	119.10
Total						**53.14**	**3.14**	**0.00**	**119.10**

9.0 Vegetation

Parker Center Tunnel

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Light Industry	4.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	11	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Tunnel Boring

Off-road Equipment - Generator Set to simulate TBM. 1,500 HP, 85% load factor

Construction Off-road Equipment Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	7.30	102.18	27.26	0.11	0.04	2.54	2.58	0.00	2.54	2.55	0.00	12,819.97	0.00	0.65	0.00	12,833.69
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	3.17	58.55	58.62	0.11	0.00	0.68	0.68	0.00	0.68	0.68	0.00	12,819.97	0.00	0.65	0.00	12,833.69
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Mobile	0.15	0.36	1.44	0.00	0.35	0.02	0.37	0.00	0.02	0.02		304.12		0.01		304.36
Total	**0.27**	**0.38**	**1.46**	**0.00**	**0.35**	**0.02**	**0.37**	**0.00**	**0.02**	**0.02**		**331.40**		**0.01**	**0.00**	**331.81**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Mobile	0.15	0.36	1.44	0.00	0.35	0.02	0.37	0.00	0.02	0.02		304.12		0.01		304.36
Total	**0.27**	**0.38**	**1.46**	**0.00**	**0.35**	**0.02**	**0.37**	**0.00**	**0.02**	**0.02**		**331.40**		**0.01**	**0.00**	**331.81**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Tunnel Boring - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.28	102.04	27.05	0.11		2.54	2.54		2.54	2.54		12,767.70		0.65		12,781.38
Total	**7.28**	**102.04**	**27.05**	**0.11**		**2.54**	**2.54**		**2.54**	**2.54**		**12,767.70**		**0.65**		**12,781.38**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.13	0.08	0.00	0.01	0.00	0.01	0.00	0.00	0.01		27.86		0.00		27.87
Worker	0.01	0.01	0.12	0.00	0.03	0.00	0.03	0.00	0.00	0.00		24.41		0.00		24.44
Total	**0.02**	**0.14**	**0.20**	**0.00**	**0.04**	**0.00**	**0.04**	**0.00**	**0.00**	**0.01**		**52.27**		**0.00**		**52.31**

3.2 Tunnel Boring - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.15	58.41	58.41	0.11		0.67	0.67		0.67	0.67	0.00	12,767.70		0.65		12,781.38
Total	**3.15**	**58.41**	**58.41**	**0.11**		**0.67**	**0.67**		**0.67**	**0.67**	**0.00**	**12,767.70**		**0.65**		**12,781.38**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.13	0.08	0.00	0.00	0.00	0.01	0.00	0.00	0.01		27.86		0.00		27.87
Worker	0.01	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00		24.41		0.00		24.44
Total	**0.02**	**0.14**	**0.20**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.01**		**52.27**		**0.00**		**52.31**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.15	0.36	1.44	0.00	0.35	0.02	0.37	0.00	0.02	0.02		304.12		0.01		304.36
Unmitigated	0.15	0.36	1.44	0.00	0.35	0.02	0.37	0.00	0.02	0.02		304.12		0.01		304.36
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	31.37	5.94	3.06	79,928	79,928
Total	31.37	5.94	3.06	79,928	79,928

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Light Industry	8.90	13.30	7.40	59.00	28.00	13.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
NaturalGas Unmitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Light Industry	231.904	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**27.28**		**0.00**	**0.00**	**27.45**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Light Industry	0.231904	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**27.28**		**0.00**	**0.00**	**27.45**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.12**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.12**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Parker Center Tunnel

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Light Industry	4.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	11	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - Tunnel Boring

Off-road Equipment - Generator Set to simulate TBM. 1,500 HP, 85% load factor

Construction Off-road Equipment Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	7.30	102.19	27.26	0.11	0.04	2.54	2.58	0.00	2.54	2.55	0.00	12,817.96	0.00	0.65	0.00	12,831.68
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	3.17	58.56	58.62	0.11	0.00	0.68	0.68	0.00	0.68	0.68	0.00	12,817.96	0.00	0.65	0.00	12,831.68
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Mobile	0.16	0.38	1.41	0.00	0.35	0.02	0.37	0.00	0.02	0.02		286.08		0.01		286.32
Total	**0.28**	**0.40**	**1.43**	**0.00**	**0.35**	**0.02**	**0.37**	**0.00**	**0.02**	**0.02**		**313.36**		**0.01**	**0.00**	**313.77**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Mobile	0.16	0.38	1.41	0.00	0.35	0.02	0.37	0.00	0.02	0.02		286.08		0.01		286.32
Total	**0.28**	**0.40**	**1.43**	**0.00**	**0.35**	**0.02**	**0.37**	**0.00**	**0.02**	**0.02**		**313.36**		**0.01**	**0.00**	**313.77**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Tunnel Boring - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.28	102.04	27.05	0.11		2.54	2.54		2.54	2.54		12,767.70		0.65		12,781.38
Total	**7.28**	**102.04**	**27.05**	**0.11**		**2.54**	**2.54**		**2.54**	**2.54**		**12,767.70**		**0.65**		**12,781.38**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.13	0.10	0.00	0.01	0.00	0.01	0.00	0.00	0.01		27.64		0.00		27.66
Worker	0.01	0.01	0.12	0.00	0.03	0.00	0.03	0.00	0.00	0.00		22.62		0.00		22.64
Total	**0.02**	**0.14**	**0.22**	**0.00**	**0.04**	**0.00**	**0.04**	**0.00**	**0.00**	**0.01**		**50.26**		**0.00**		**50.30**

3.2 Tunnel Boring - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.15	58.41	58.41	0.11		0.67	0.67		0.67	0.67	0.00	12,767.70		0.65		12,781.38
Total	**3.15**	**58.41**	**58.41**	**0.11**		**0.67**	**0.67**		**0.67**	**0.67**	**0.00**	**12,767.70**		**0.65**		**12,781.38**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.13	0.10	0.00	0.00	0.00	0.01	0.00	0.00	0.01		27.64		0.00		27.66
Worker	0.01	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00		22.62		0.00		22.64
Total	**0.02**	**0.14**	**0.22**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.01**		**50.26**		**0.00**		**50.30**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.16	0.38	1.41	0.00	0.35	0.02	0.37	0.00	0.02	0.02		286.08		0.01		286.32
Unmitigated	0.16	0.38	1.41	0.00	0.35	0.02	0.37	0.00	0.02	0.02		286.08		0.01		286.32
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	31.37	5.94	3.06	79,928	79,928
Total	31.37	5.94	3.06	79,928	79,928

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Light Industry	8.90	13.30	7.40	59.00	28.00	13.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
NaturalGas Unmitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Light Industry	231.904	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**27.28**		**0.00**	**0.00**	**27.45**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Light Industry	0.231904	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		27.28		0.00	0.00	27.45
Total		**0.00**	**0.02**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**27.28**		**0.00**	**0.00**	**27.45**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.12	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.12**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.09					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.12**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Appendix C
Noise

Field Sheets

FIELD NOISE MEASUREMENT DATA

Jones & Stokes

PROJECT: **Parker Center** PROJ. #

SITE IDENTIFICATION: ST-1 ON PK CENTER OBSERVER(S): Mike Greene/Peter Hardie
ADDRESS:
START DATE / TIME: 10:05 7/31/12 END DATE / TIME:

METEROLOGICAL CONDITIONS:
TEMP: 76 °F HUMIDITY: 56 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED 0-3 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 812 TYPE: 1 2 SERIAL #: 0432
CALIBRATOR: LxL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114 dBA SPL POST-TEST 114 dBA SPL WINDSCREEN Y
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	OTHER:	(TYPE?)	
ST1	10:05	10:20	65.5	75.3	55.0	59.0	63.5	68.6			

COMMENTS:

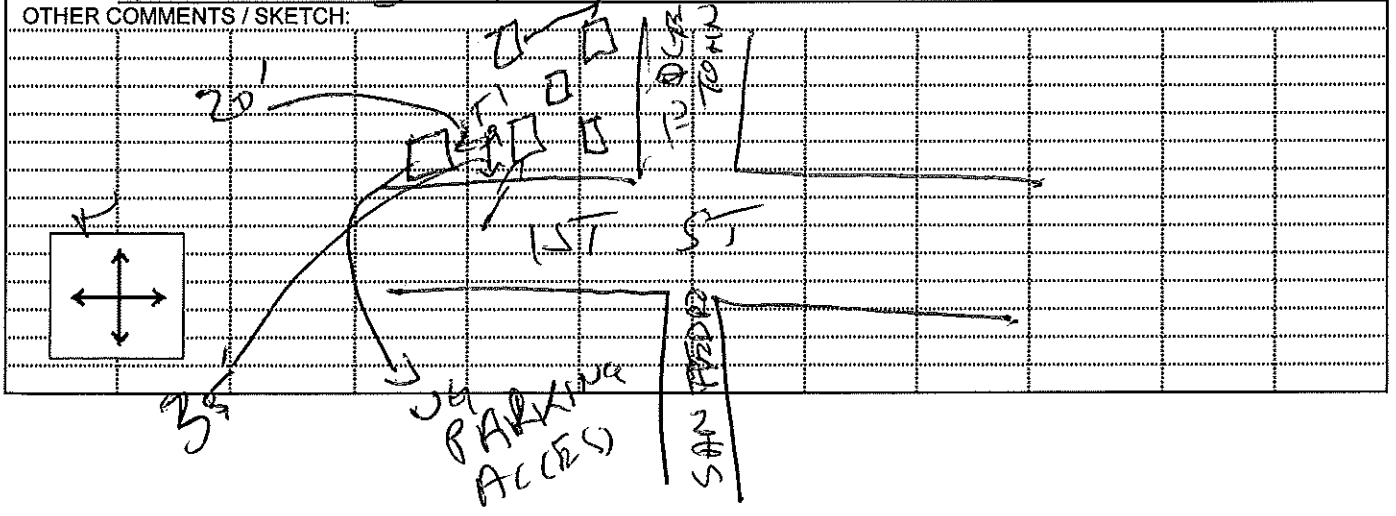
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER: 3 PEOPLE TALKING
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: 1 2 3 4 5 E N W
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

Jones & Stokes

PROJECT: **Parker Center** PROJ. #

SITE IDENTIFICATION: ST-2 OBSERVER(S): Mike Greene/Peter Hardie
ADDRESS: 201 N. LOS ANGELES ST
START DATE / TIME: 10:45 2/3/12 END DATE / TIME:

METEROLOGICAL CONDITIONS:
TEMP: 81 °F HUMIDITY: 54 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-4 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD812 TYPE 1 2 SERIAL #: 0432
CALIBRATOR: CAL 200 SERIAL #: 6644
CALIBRATION CHECK: PRE-TEST 114.1 dBA SPL POST-TEST 114.1 dBA SPL WINDSCREEN Y

SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	OTHER:	(TYPE?)	
ST-2	10:45	11:00	62.8	77.3	58.3	59.2	61.0	65.1			

COMMENTS:

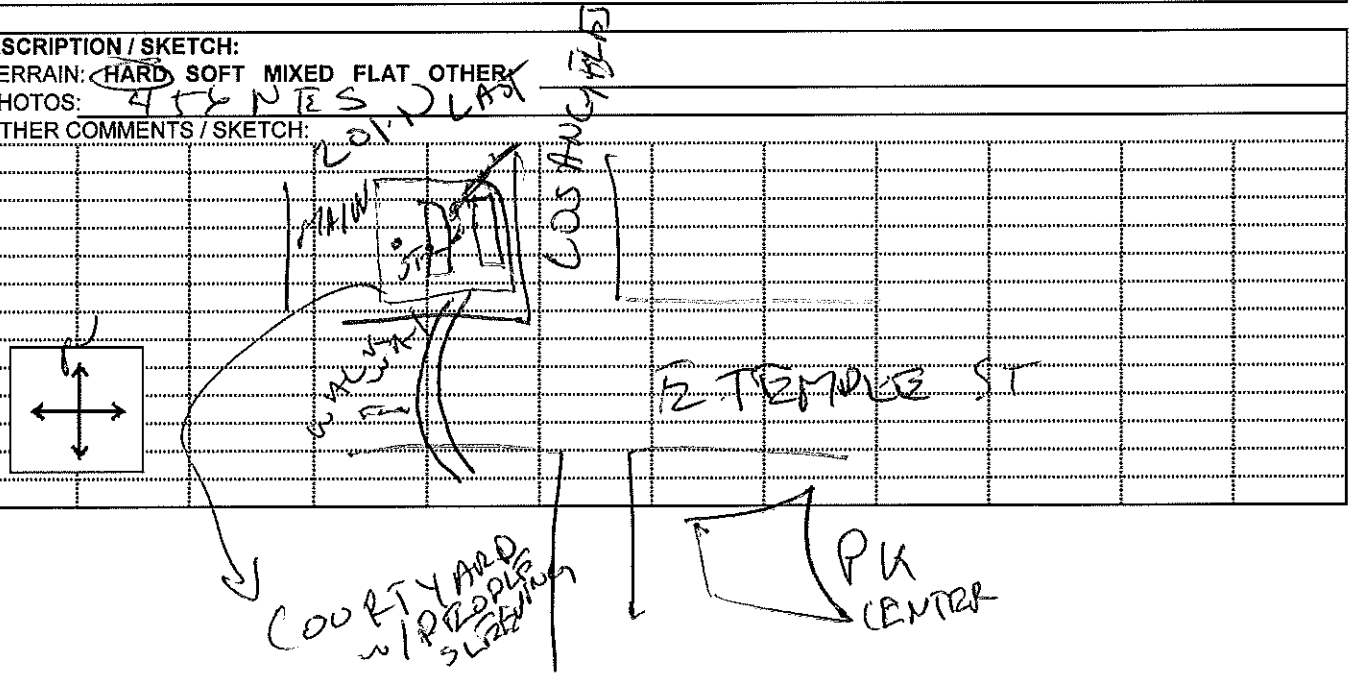
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER: PEOPLE TALKING
ROADWAY TYPE:
TRAFFIC COUNT DURATION: 15 -MIN

	#1 COUNT NB / EB	#1 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER
PHOTOS: 4 TENTS
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

Jones & Stokes

PROJECT: **Parker Center** PROJ. #

SITE IDENTIFICATION: ST-7 OBSERVER(S): Mike Greene/Peter Hardie
ADDRESS: SAKURA CROSSING APTS
START DATE / TIME: 12:05 2-31-12 END DATE / TIME:

METEROLOGICAL CONDITIONS:
TEMP: 61 °F HUMIDITY: 34 %R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-4 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 812 TYPE: 02 SERIAL #: 0492
CALIBRATOR: LD 720 SERIAL #: 6644
CALIBRATION CHECK: PRE-TEST 114.1 dBA SPL POST-TEST 114 dBA SPL WINDSCREEN
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

REC #	START	END	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	OTHER:	(TYPE?)	
ST-7	12:05	12:20	64.7	76.3	53.9	55.7	61.8	68.6			

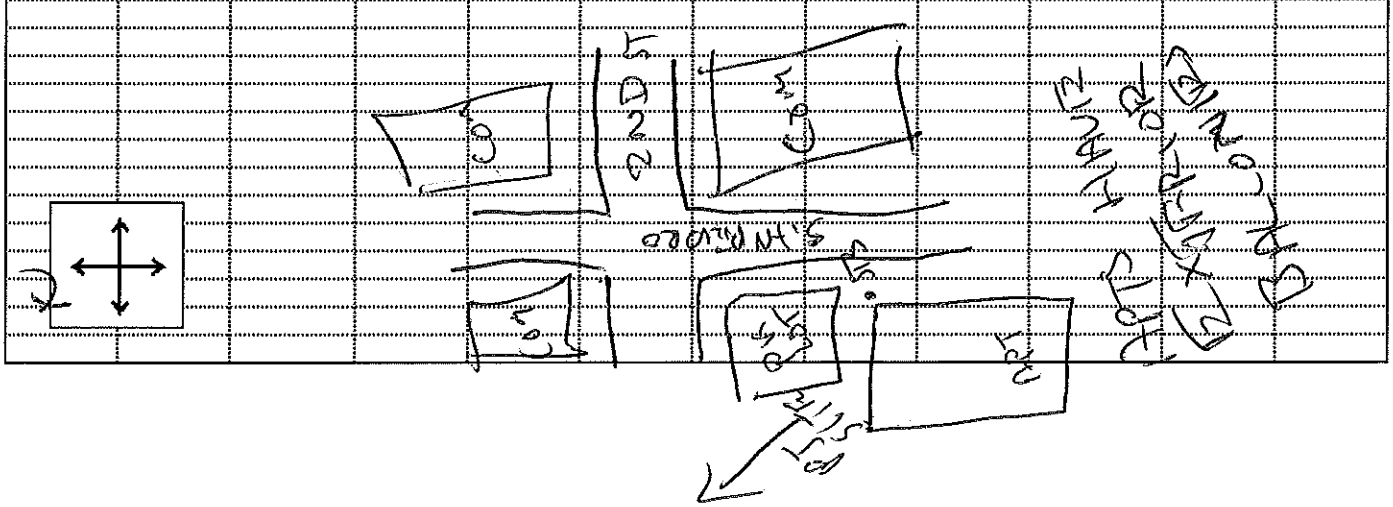
COMMENTS: ALSO REPRESENTATIVE OF OUT SIDE EATING AREA & BALCONIES

SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN SPEED #2 COUNT SPEED

	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
AUTOS:								
MED. TRUCKS:								
HVY TRUCKS:								
BUSES:								
MOTORCYCLES:								

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER
OTHER SOURCES: DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL
DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:

DESCRIPTION / SKETCH:
TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS: 7859 NOISE BALCONIES
OTHER COMMENTS / SKETCH:



FIELD NOISE MEASUREMENT DATA

Jones & Stokes

PROJECT: **Parker Center** PROJ. #

SITE IDENTIFICATION: HIGH ASH HOUGHTON BOOKIST TEMPLE OBSERVER(S): Mike Greene/Peter Hardie
ADDRESS: + CHILD DEVELOPMENT CENTER
START DATE / TIME: END DATE / TIME:

METEROLOGICAL CONDITIONS:
TEMP: °F HUMIDITY: %R.H. WIND: **CALM LIGHT MODERATE VARIABLE**
WINDSPEED: MPH DIR: **N NE E SE S SW W NW STEADY GUSTY**
SKY: **SUNNY CLEAR OVRCST PRTLY CLOUDY FOG RAIN OTHER:**

ACOUSTIC MEASUREMENTS:
INSTRUMENT: LD 824 TYPE: (1) 2 SERIAL #: 0432
CALIBRATOR: ~~Quest~~ CAL 200 SERIAL #: 6645
CALIBRATION CHECK: PRE-TEST 114.1 dBA SPL POST-TEST dBA SPL WINDSCREEN V

SETTINGS: **A-WEIGHTED** **SLOW** **FAST** **FRONTAL** **RANDOM** **ANSI** **OTHER:**

REC #	START	END	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	OTHER:	(TYPE?)	
SF9	12:45	1:00	67.0	81.8	51.9	56.6	67.6	70.1			

COMMENTS:

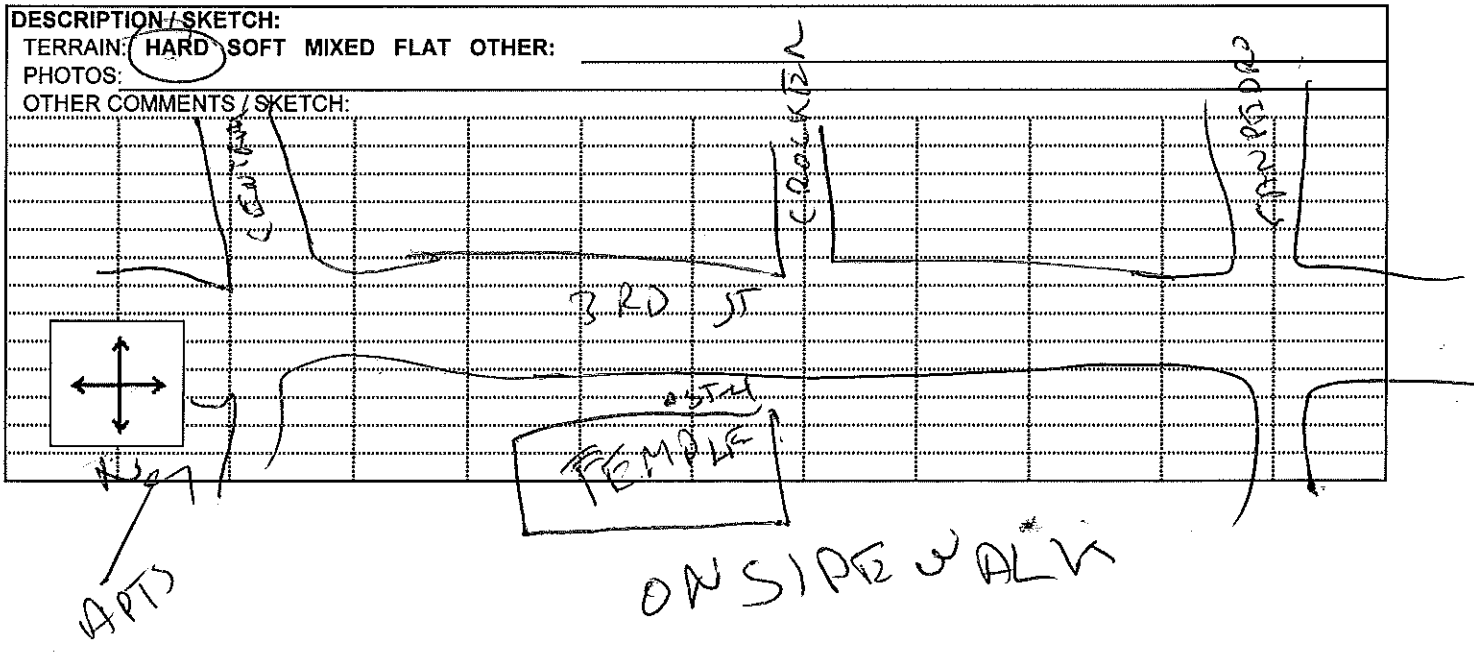
SOURCE INFO AND TRAFFIC COUNTS:
PRIMARY NOISE SOURCE: **TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:** PEOPLE
ROADWAY TYPE:
TRAFFIC COUNT DURATION: -MIN

	SPEED NB / EB	SPEED SB / WB	#2 COUNT NB / EB	#2 COUNT SB / WB	SPEED NB / EB	SPEED SB / WB
AUTOS:						
MED. TRUCKS:						
HVY TRUCKS:						
BUSES:						
MOTORCYCLES:						

SPEED ESTIMATED BY: **RADAR / DRIVING / OBSERVER**

OTHER SOURCES: **DIST. AIRCRAFT / RUSTLING LEAVES / DIST. BARKING DOGS / BIRDS / DIST. INDUSTRIAL DIST. CHILDREN PLAYING / DIST. TRAFFIC / DIST. LANDSCAPING ACTIVITIES / OTHER:**

DESCRIPTION / SKETCH:
TERRAIN: **HARD SOFT MIXED FLAT OTHER:**
PHOTOS:
OTHER COMMENTS / SKETCH:



Site Photographs



Photograph A-1. ST-1 Looking East



Photograph A-2. ST-1 Looking North

00024.10



Photograph A-3. ST-1 Looking South



Photograph A-4. ST-2 Looking East

00024.10

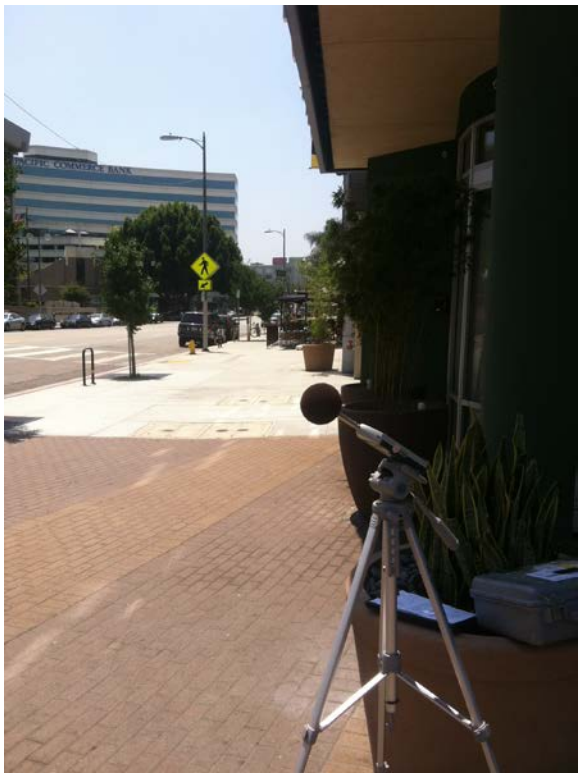


Photograph A-5. ST-2 Looking North

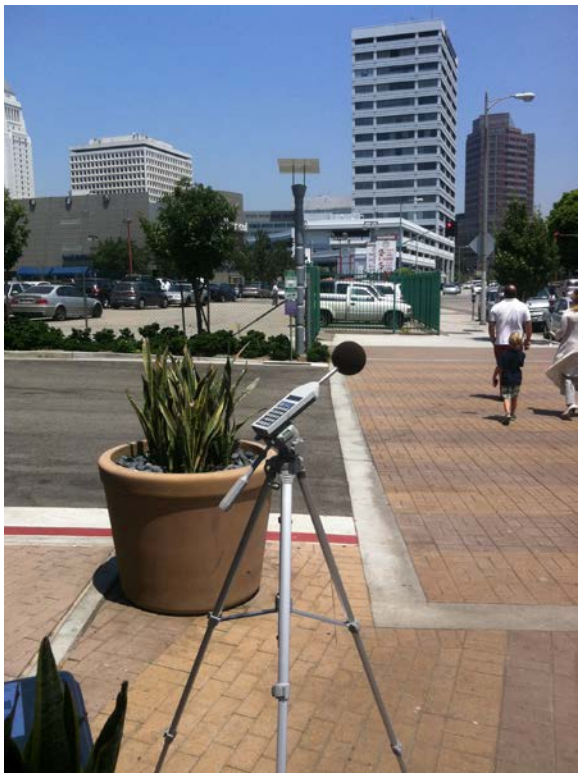


Photograph A-6. ST-2 Looking West

00024.10



Photograph A-7. ST-3 Looking East



Photograph A-8. ST-3 Looking North

00024.10

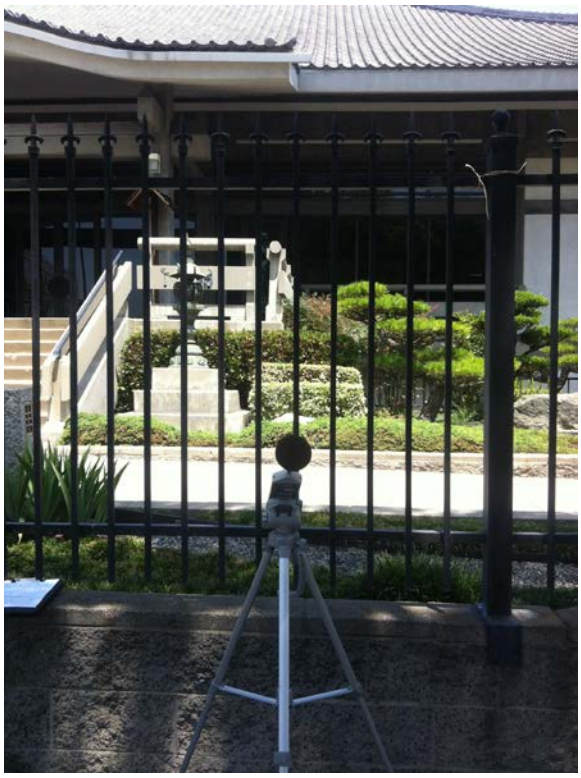


Photograph A-9. ST-3 Looking South



Photograph A-10. ST-4 Looking East

00024.10



Photograph A-11. ST-4 Looking North



Photograph A-12. ST-4 Looking West

00024.10

RCNM Output Sheets

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/02/2012
Case Description: Parker Center Construction (Building Construction)

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Park	Residential	60.0	60.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	920.0	10.0
Generator	No	50		80.6	920.0	10.0
Front End Loader	No	40		79.1	920.0	10.0
Welder / Torch	No	40		74.0	920.0	10.0
All Other Equipment > 5 HP	No	50		85.0	920.0	10.0
All Other Equipment > 5 HP	No	50		85.0	920.0	10.0
All Other Equipment > 5 HP	No	50		85.0	920.0	10.0

Results

	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	45.3	37.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	45.3	42.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	43.8	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	38.7	34.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	49.7	46.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	49.7	46.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	49.7	46.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	49.7	52.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Apartments	Residential	62.0	62.0	62.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	1100.0	10.0
Generator	No	50		80.6	1100.0	10.0
Front End Loader	No	40		79.1	1100.0	10.0
Welder / Torch	No	40		74.0	1100.0	10.0
All Other Equipment > 5 HP	No	50	85.0		1100.0	10.0
All Other Equipment > 5 HP	No	50	85.0		1100.0	10.0
All Other Equipment > 5 HP	No	50	85.0		1100.0	10.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	43.7	35.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	43.8	40.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	42.3	38.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	37.2	33.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	48.2	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	48.2	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	48.2	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	48.2	50.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #3 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Buddhist Temple	Commercial	65.0	65.0	65.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Crane	No	16	80.6	1800.0	10.0	
Generator	No	50	80.6	1800.0	10.0	
Front End Loader	No	40	79.1	1800.0	10.0	
Welder / Torch	No	40	74.0	1800.0	10.0	
All Other Equipment > 5 HP	No	50	85.0	1800.0	10.0	
All Other Equipment > 5 HP	No	50	85.0	1800.0	10.0	
All Other Equipment > 5 HP	No	50	85.0	1800.0	10.0	

Results

Equipment	Calculated (dBA) Lmax	Calculated (dBA) Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Noise Limit Exceedance (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Crane	39.4	31.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	39.5	36.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	38.0	34.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	32.9	28.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	43.9	40.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	43.9	40.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	43.9	40.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	43.9	46.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #4 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
test	Commercial	50.0	50.0	50.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)

Crane	No	16	80.6	50.0	0.0	
Generator	No	50	80.6	50.0	0.0	
Front End Loader	No	40	79.1	50.0	0.0	
Welder / Torch	No	40	74.0	50.0	0.0	
All Other Equipment > 5 HP	No	50	85.0	50.0	0.0	
All Other Equipment > 5 HP	No	50	85.0	50.0	0.0	
All Other Equipment > 5 HP	No	50	85.0	50.0	0.0	

Results

	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	80.6	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	80.6	77.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	79.1	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	74.0	70.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	85.0	82.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	85.0	82.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	85.0	82.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85.0	87.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #5 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Daycare	Residential	65.0	65.0	65.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Crane	No	16	80.6	375.0	5.0	
Generator	No	50	80.6	375.0	5.0	
Front End Loader	No	40	79.1	375.0	5.0	
Welder / Torch	No	40	74.0	375.0	5.0	
All Other Equipment > 5 HP	No	50	85.0	375.0	5.0	

All Other Equipment > 5 HP	No	50	85.0		375.0	5.0
All Other Equipment > 5 HP	No	50	85.0		375.0	5.0

Results

	Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	58.0	50.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	58.1	55.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	56.6	52.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	51.5	47.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	62.5	59.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	62.5	59.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	62.5	59.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	62.5	65.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/02/2012
Case Description: Parker Center Construction (Building Construction)

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Park	Residential	60.0	60.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	920.0	10.0
Generator	No	50		80.6	920.0	10.0
Front End Loader	No	40		79.1	920.0	10.0
Welder / Torch	No	40		74.0	920.0	10.0
All Other Equipment > 5 HP	No	50		85.0	920.0	10.0
All Other Equipment > 5 HP	No	50		85.0	920.0	10.0
All Other Equipment > 5 HP	No	50		85.0	920.0	10.0

Results

	Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	45.3	37.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	45.3	42.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	43.8	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	38.7	34.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	49.7	46.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	49.7	46.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	49.7	46.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	49.7	52.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Apartments	Residential	62.0	62.0	62.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	1100.0	10.0
Generator	No	50		80.6	1100.0	10.0
Front End Loader	No	40		79.1	1100.0	10.0
Welder / Torch	No	40		74.0	1100.0	10.0
All Other Equipment > 5 HP	No	50	85.0		1100.0	10.0
All Other Equipment > 5 HP	No	50	85.0		1100.0	10.0
All Other Equipment > 5 HP	No	50	85.0		1100.0	10.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	43.7	35.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	43.8	40.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	42.3	38.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	37.2	33.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	48.2	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	48.2	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	48.2	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	48.2	50.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #3 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Buddhist Temple	Commercial	65.0	65.0	65.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Crane	No	16	80.6	1800.0		10.0
Generator	No	50	80.6	1800.0		10.0
Front End Loader	No	40	79.1	1800.0		10.0
Welder / Torch	No	40	74.0	1800.0		10.0
All Other Equipment > 5 HP	No	50	85.0	1800.0		10.0
All Other Equipment > 5 HP	No	50	85.0	1800.0		10.0
All Other Equipment > 5 HP	No	50	85.0	1800.0		10.0

Results

Equipment	Calculated (dBA) Lmax	Calculated (dBA) Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Noise Limit Exceedance (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Crane	39.4	31.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	39.5	36.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	38.0	34.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	32.9	28.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	43.9	40.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	43.9	40.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	43.9	40.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	43.9	46.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #4 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
test	Commercial	50.0	50.0	50.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)

Crane	No	16	80.6	50.0	0.0	
Generator	No	50	80.6	50.0	0.0	
Front End Loader	No	40	79.1	50.0	0.0	
Welder / Torch	No	40	74.0	50.0	0.0	
All Other Equipment > 5 HP	No	50	85.0	50.0	0.0	
All Other Equipment > 5 HP	No	50	85.0	50.0	0.0	
All Other Equipment > 5 HP	No	50	85.0	50.0	0.0	

Results

	Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	80.6	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	80.6	77.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	79.1	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	74.0	70.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	85.0	82.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	85.0	82.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	85.0	82.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85.0	87.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #5 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Daycare	Residential	65.0	65.0	65.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Crane	No	16	80.6	375.0	5.0	
Generator	No	50	80.6	375.0	5.0	
Front End Loader	No	40	79.1	375.0	5.0	
Welder / Torch	No	40	74.0	375.0	5.0	
All Other Equipment > 5 HP	No	50	85.0	375.0	5.0	

All Other Equipment > 5 HP	No	50	85.0	375.0	5.0
All Other Equipment > 5 HP	No	50	85.0	375.0	5.0

Results

			Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	58.0	50.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	58.1	55.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	56.6	52.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	51.5	47.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	62.5	59.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	62.5	59.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	62.5	59.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	62.5	65.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/02/2012
Case Description: Parker Center Construction (Demoltion)

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Park	Residential	60.0	60.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Jackhammer	Yes	20		88.9	920.0	10.0
Jackhammer	Yes	20		88.9	920.0	10.0
Jackhammer	Yes	20		88.9	920.0	10.0
Jackhammer	Yes	20		88.9	920.0	10.0
All Other Equipment > 5 HP	No	50		85.0	920.0	10.0
All Other Equipment > 5 HP	No	50		85.0	920.0	10.0
All Other Equipment > 5 HP	No	50		85.0	920.0	10.0
All Other Equipment > 5 HP	No	50		85.0	920.0	10.0
Concrete Saw	No	20		89.6	920.0	10.0
Concrete Saw	No	20		89.6	920.0	10.0
Concrete Saw	No	20		89.6	920.0	10.0
Concrete Saw	No	20		89.6	920.0	10.0
Compressor (air)	No	40		77.7	920.0	10.0
Excavator	No	40		80.7	920.0	10.0
Excavator	No	40		80.7	920.0	10.0
Excavator	No	40		80.7	920.0	10.0
Flat Bed Truck	No	40		74.3	920.0	10.0
Dozer	No	40		81.7	920.0	10.0
Dozer	No	40		81.7	920.0	10.0

Results

Equipment	Calculated (dBA) Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Noise Limit Exceedance (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Jackhammer	53.6	46.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jackhammer	53.6	46.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jackhammer	53.6	46.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

N/A N/A
Jackhammer 53.6 46.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A
All Other Equipment > 5 HP 49.7 46.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A N/A
All Other Equipment > 5 HP 49.7 46.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A N/A
All Other Equipment > 5 HP 49.7 46.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A N/A
All Other Equipment > 5 HP 49.7 46.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A N/A
Concrete Saw 54.3 47.3 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A
Concrete Saw 54.3 47.3 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A
Concrete Saw 54.3 47.3 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A
Concrete Saw 54.3 47.3 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A
Compressor (air) 42.4 38.4 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A
Excavator 45.4 41.4 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A
Excavator 45.4 41.4 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A
Excavator 45.4 41.4 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A
Flat Bed Truck 39.0 35.0 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A
Dozer 46.4 42.4 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A
Dozer 46.4 42.4 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A
Total 54.3 58.3 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Apartments	Residential	62.0	62.0	62.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Jackhammer	Yes	20		88.9	1100.0	10.0
Jackhammer	Yes	20		88.9	1100.0	10.0
Jackhammer	Yes	20		88.9	1100.0	10.0
Jackhammer	Yes	20		88.9	1100.0	10.0
All Other Equipment > 5 HP	No	50		85.0	1100.0	10.0

All Other Equipment > 5 HP	No	50	85.0	1100.0	10.0
All Other Equipment > 5 HP	No	50	85.0	1100.0	10.0
All Other Equipment > 5 HP	No	50	85.0	1100.0	10.0
Concrete Saw	No	20	89.6	1100.0	10.0
Concrete Saw	No	20	89.6	1100.0	10.0
Concrete Saw	No	20	89.6	1100.0	10.0
Concrete Saw	No	20	89.6	1100.0	10.0
Compressor (air)	No	40	77.7	1100.0	10.0
Excavator	No	40	80.7	1100.0	10.0
Excavator	No	40	80.7	1100.0	10.0
Excavator	No	40	80.7	1100.0	10.0
Flat Bed Truck	No	40	74.3	1100.0	10.0
Dozer	No	40	81.7	1100.0	10.0
Dozer	No	40	81.7	1100.0	10.0

Results

			Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Jackhammer	52.0	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jackhammer	52.0	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jackhammer	52.0	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jackhammer	52.0	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	48.2	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	48.2	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	48.2	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	48.2	45.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	52.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	52.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	52.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	52.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	40.8	36.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	43.9	39.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	43.9	39.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

N/A
Excavator 43.9 39.9 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A
Flat Bed Truck 37.4 33.4 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A
Dozer 44.8 40.8 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A
Dozer 44.8 40.8 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A
Total 52.7 56.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A

**** Receptor #3 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Buddhist Temple	Commercial	65.0	65.0	65.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Jackhammer	Yes	20		88.9	1800.0	10.0
Jackhammer	Yes	20		88.9	1800.0	10.0
Jackhammer	Yes	20		88.9	1800.0	10.0
Jackhammer	Yes	20		88.9	1800.0	10.0
All Other Equipment > 5 HP	No	50	85.0		1800.0	10.0
All Other Equipment > 5 HP	No	50	85.0		1800.0	10.0
All Other Equipment > 5 HP	No	50	85.0		1800.0	10.0
All Other Equipment > 5 HP	No	50	85.0		1800.0	10.0
Concrete Saw	No	20		89.6	1800.0	10.0
Concrete Saw	No	20		89.6	1800.0	10.0
Concrete Saw	No	20		89.6	1800.0	10.0
Concrete Saw	No	20		89.6	1800.0	10.0
Compressor (air)	No	40		77.7	1800.0	10.0
Excavator	No	40		80.7	1800.0	10.0
Excavator	No	40		80.7	1800.0	10.0
Excavator	No	40		80.7	1800.0	10.0
Flat Bed Truck	No	40		74.3	1800.0	10.0
Dozer	No	40		81.7	1800.0	10.0
Dozer	No	40		81.7	1800.0	10.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
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Jackhammer	47.8	40.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jackhammer	47.8	40.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jackhammer	47.8	40.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jackhammer	47.8	40.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	43.9	40.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	43.9	40.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	43.9	40.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	43.9	40.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	48.5	41.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	48.5	41.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	48.5	41.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	48.5	41.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	36.5	32.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	39.6	35.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	39.6	35.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	39.6	35.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Flat Bed Truck	33.1	29.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	40.5	36.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	40.5	36.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	48.5	52.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #4 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Test	Commercial	50.0	50.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)

Jackhammer	Yes	20	88.9	50.0	0.0	
Jackhammer	Yes	20	88.9	50.0	0.0	
Jackhammer	Yes	20	88.9	50.0	0.0	
Jackhammer	Yes	20	88.9	50.0	0.0	
All Other Equipment > 5 HP	No	50	85.0	50.0	0.0	
All Other Equipment > 5 HP	No	50	85.0	50.0	0.0	
All Other Equipment > 5 HP	No	50	85.0	50.0	0.0	
All Other Equipment > 5 HP	No	50	85.0	50.0	0.0	
Concrete Saw	No	20	89.6	50.0	0.0	
Concrete Saw	No	20	89.6	50.0	0.0	
Concrete Saw	No	20	89.6	50.0	0.0	
Concrete Saw	No	20	89.6	50.0	0.0	
Compressor (air)	No	40	77.7	50.0	0.0	
Excavator	No	40	80.7	50.0	0.0	
Excavator	No	40	80.7	50.0	0.0	
Excavator	No	40	80.7	50.0	0.0	
Flat Bed Truck	No	40	74.3	50.0	0.0	
Dozer	No	40	81.7	50.0	0.0	
Dozer	No	40	81.7	50.0	0.0	

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Jackhammer	88.9	81.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jackhammer	88.9	81.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jackhammer	88.9	81.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jackhammer	88.9	81.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	85.0	82.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	85.0	82.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	85.0	82.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	85.0	82.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	89.6	82.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

N/A N/A
Compressor (air) 77.7 73.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A
Excavator 80.7 76.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A
Excavator 80.7 76.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A
Excavator 80.7 76.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A
Flat Bed Truck 74.3 70.3 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A N/A
Dozer 81.7 77.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A
Dozer 81.7 77.7 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A
Total 89.6 93.6 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
N/A

**** Receptor #5 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Daycare	Residential	65.0	65.0	65.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Jackhammer	Yes	20		88.9	350.0	5.0
Jackhammer	Yes	20		88.9	350.0	5.0
Jackhammer	Yes	20		88.9	350.0	5.0
Jackhammer	Yes	20		88.9	350.0	5.0
All Other Equipment > 5 HP	No	50	85.0		350.0	5.0
All Other Equipment > 5 HP	No	50	85.0		350.0	5.0
All Other Equipment > 5 HP	No	50	85.0		350.0	5.0
All Other Equipment > 5 HP	No	50	85.0		350.0	5.0
Concrete Saw	No	20		89.6	350.0	5.0
Concrete Saw	No	20		89.6	350.0	5.0
Concrete Saw	No	20		89.6	350.0	5.0
Concrete Saw	No	20		89.6	350.0	5.0
Compressor (air)	No	40		77.7	350.0	5.0
Excavator	No	40		80.7	350.0	5.0
Excavator	No	40		80.7	350.0	5.0
Excavator	No	40		80.7	350.0	5.0
Flat Bed Truck	No	40		74.3	350.0	5.0
Dozer	No	40		81.7	350.0	5.0
Dozer	No	40		81.7	350.0	5.0

Results

	Noise Limits (dBA)	Noise Limit Exceedance (dBA)

	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Jackhammer	67.0	60.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jackhammer	67.0	60.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jackhammer	67.0	60.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Jackhammer	67.0	60.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	63.1	60.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	63.1	60.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	63.1	60.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	63.1	60.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	67.7	60.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	67.7	60.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	67.7	60.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	67.7	60.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	55.8	51.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	58.8	54.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	58.8	54.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	58.8	54.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Flat Bed Truck	52.3	48.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	59.8	55.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	59.8	55.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	67.7	71.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/02/2012
Case Description: Parker Center Construction (Grading)

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Park	Residential	60.0	60.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	920.0	10.0
Grader	No	40	85.0		920.0	10.0
Excavator	No	40		80.7	920.0	10.0
Front End Loader	No	40		79.1	920.0	10.0
Front End Loader	No	40		79.1	920.0	10.0
Scraper	No	40		83.6	920.0	10.0
Scraper	No	40		83.6	920.0	10.0
Dozer	No	40		81.7	920.0	10.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	45.4	41.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	49.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	45.4	41.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	43.8	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	43.8	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	48.3	44.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	48.3	44.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	46.4	42.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Total	49.7	51.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Apartments	Residential	62.0	62.0	62.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	1100.0	10.0
Grader	No	40	85.0		1100.0	10.0
Excavator	No	40		80.7	1100.0	10.0
Front End Loader	No	40		79.1	1100.0	10.0
Front End Loader	No	40		79.1	1100.0	10.0
Scraper	No	40		83.6	1100.0	10.0
Scraper	No	40		83.6	1100.0	10.0
Dozer	No	40		81.7	1100.0	10.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	43.9	39.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	48.2	44.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	43.9	39.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	42.3	38.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	42.3	38.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	46.7	42.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	46.7	42.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	44.8	40.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	48.2	50.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #3 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Buddhist Temple	Commercial	65.0	65.0	65.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Excavator	No	40		80.7	1800.0	10.0
Grader	No	40	85.0		1800.0	10.0
Excavator	No	40		80.7	1800.0	10.0
Front End Loader	No	40		79.1	1800.0	10.0
Front End Loader	No	40		79.1	1800.0	10.0
Scraper	No	40		83.6	1800.0	10.0
Scraper	No	40		83.6	1800.0	10.0
Dozer	No	40		81.7	1800.0	10.0

Results

	Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	39.6	35.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	43.9	39.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	39.6	35.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	38.0	34.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	38.0	34.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	42.5	38.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	42.5	38.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	40.5	36.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	43.9	46.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #4 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Test	Residential	50.0	50.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	50.0	0.0
Grader	No	40	85.0		50.0	0.0
Excavator	No	40		80.7	50.0	0.0
Front End Loader	No	40		79.1	50.0	0.0
Front End Loader	No	40		79.1	50.0	0.0
Scraper	No	40		83.6	50.0	0.0
Scraper	No	40		83.6	50.0	0.0
Dozer	No	40		81.7	50.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	85.0	81.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	79.1	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	79.1	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	83.6	79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	83.6	79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85.0	87.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/02/2012
Case Description: Parker Center Construction (Site Prep)

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Park	Residential	60.0	60.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Front End Loader	No	40		79.1	920.0	10.0
Front End Loader	No	40		79.1	920.0	10.0
Front End Loader	No	40		79.1	920.0	10.0
Front End Loader	No	40		79.1	920.0	10.0
Dozer	No	40		81.7	920.0	10.0
Dozer	No	40		81.7	920.0	10.0
Dozer	No	40		81.7	920.0	10.0

Results

Equipment	Calculated (dBA) Lmax	Calculated (dBA) Leq	Noise Limits (dBA) Day Lmax	Noise Limits (dBA) Day Leq	Noise Limits (dBA) Evening Lmax	Noise Limits (dBA) Evening Leq	Noise Limits (dBA) Night Lmax	Noise Limits (dBA) Night Leq	Noise Limit Exceedance (dBA) Day Lmax	Noise Limit Exceedance (dBA) Day Leq	Noise Limit Exceedance (dBA) Evening Lmax	Noise Limit Exceedance (dBA) Evening Leq	Noise Limit Exceedance (dBA) Night Lmax	Noise Limit Exceedance (dBA) Night Leq
Front End Loader	43.8	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	43.8	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	43.8	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	43.8	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	46.4	42.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	46.4	42.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	46.4	42.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	46.4	49.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Apartments	Residential	62.0	62.0	62.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Front End Loader	No	40		79.1	1100.0	10.0
Front End Loader	No	40		79.1	1100.0	10.0
Front End Loader	No	40		79.1	1100.0	10.0
Front End Loader	No	40		79.1	1100.0	10.0
Dozer	No	40		81.7	1100.0	10.0
Dozer	No	40		81.7	1100.0	10.0
Dozer	No	40		81.7	1100.0	10.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Front End Loader	42.3	38.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	42.3	38.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	42.3	38.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	42.3	38.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	44.8	40.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	44.8	40.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	44.8	40.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	44.8	48.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #3 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Buddhist Temple	Commercial	65.0	65.0	65.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Front End Loader	No	40		79.1	1800.0	10.0
Front End Loader	No	40		79.1	1800.0	10.0
Front End Loader	No	40		79.1	1800.0	10.0
Front End Loader	No	40		79.1	1800.0	10.0
Dozer	No	40		81.7	1800.0	10.0
Dozer	No	40		81.7	1800.0	10.0
Dozer	No	40		81.7	1800.0	10.0

Results

Equipment	Calculated (dBA) Lmax	Calculated (dBA) Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Noise Limit Exceedance (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Front End Loader	38.0	34.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	38.0	34.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	38.0	34.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	38.0	34.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	40.5	36.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	40.5	36.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	40.5	36.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	40.5	43.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #4 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Test	Residential	50.0	50.0	50.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)

Front End Loader	No	40	79.1	50.0	0.0	
Front End Loader	No	40	79.1	50.0	0.0	
Front End Loader	No	40	79.1	50.0	0.0	
Front End Loader	No	40	79.1	50.0	0.0	
Dozer	No	40	81.7	50.0	0.0	
Dozer	No	40	81.7	50.0	0.0	
Dozer	No	40	81.7	50.0	0.0	

Results

			Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Front End Loader	79.1	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	79.1	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	79.1	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	79.1	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	81.7	84.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/02/2012
Case Description: Parker Center Construction (Paving)

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Park	Residential	60.0	60.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	920.0	10.0
Paver	No	50		77.2	920.0	10.0
Pavement Scarafier	No	20		89.5	920.0	10.0
Pavement Scarafier	No	20		89.5	920.0	10.0
Roller	No	20		80.0	920.0	10.0
Roller	No	20		80.0	920.0	10.0

Results

	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	41.9	38.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	41.9	38.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	54.2	47.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	54.2	47.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	44.7	37.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	44.7	37.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	54.2	51.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Apartments	Residential	62.0	62.0	62.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Paver	No	50	77.2	1100.0	10.0	
Paver	No	50	77.2	1100.0	10.0	
Pavement Scarafier	No	20	89.5	1100.0	10.0	
Pavement Scarafier	No	20	89.5	1100.0	10.0	
Roller	No	20	80.0	1100.0	10.0	
Roller	No	20	80.0	1100.0	10.0	

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	40.4	37.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	40.4	37.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	52.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	52.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	43.2	36.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	43.2	36.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	52.7	49.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #3 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Buddhist Temple	Commercial	65.0	65.0	65.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)

Paver	No	50	77.2	1800.0	10.0	
Paver	No	50	77.2	1800.0	10.0	
Pavement Scarafier	No	20	89.5	1800.0	10.0	
Pavement Scarafier	No	20	89.5	1800.0	10.0	
Roller	No	20	80.0	1800.0	10.0	
Roller	No	20	80.0	1800.0	10.0	

Results

	Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	36.1	33.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	36.1	33.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	48.4	41.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	48.4	41.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	38.9	31.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	38.9	31.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	48.4	45.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #4 ****

Baselines (dBA)				
Description	Land Use	Daytime	Evening	Night
Test	Residential	50.0	50.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	50.0	0.0
Paver	No	50		77.2	50.0	0.0
Pavement Scarafier	No	20		89.5	50.0	0.0
Pavement Scarafier	No	20		89.5	50.0	0.0
Roller	No	20		80.0	50.0	0.0
Roller	No	20		80.0	50.0	0.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA)

	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	77.2	74.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	77.2	74.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	89.5	82.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	89.5	82.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	80.0	73.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	80.0	73.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	89.5	86.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #5 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
daycare	Residential	65.0	65.0	65.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	375.0	5.0
Paver	No	50		77.2	375.0	5.0
Pavement Scarafier	No	20		89.5	375.0	5.0
Pavement Scarafier	No	20		89.5	375.0	5.0
Roller	No	20		80.0	375.0	5.0
Roller	No	20		80.0	375.0	5.0

Results

Noise Limits (dBA) Noise Limit Exceedance (dBA)

	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq

Paver	54.7	51.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	54.7	51.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	67.0	60.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	67.0	60.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	57.5	50.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	57.5	50.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	67.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #6 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
g	Residential	0.0	0.0	0.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	375.0	5.0
Paver	No	50		77.2	375.0	5.0
Pavement Scarafier	No	20		89.5	375.0	5.0
Pavement Scarafier	No	20		89.5	375.0	5.0
Roller	No	20		80.0	375.0	5.0
Roller	No	20		80.0	375.0	5.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	54.7	51.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	54.7	51.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	67.0	60.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	67.0	60.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	57.5	50.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

N/A														
Roller		57.5	50.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
	Total	67.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

TNM Output Sheets

<Organization?> 25 September 2012
<Analysis By?> TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
S Los Angeles St	54.0	point5	5	217.4	200.4	10.00				Average	
		point69	69	1,068.5	1,756.9	10.00				Average	
		point6	6	1,589.0	2,711.9	10.00					
S Main St	44.0	point11	11	-371.3	664.4	10.00				Average	
		point12	12	1,134.5	2,687.9	10.00					
E 3rd St	36.0	point14	14	-390.1	657.4	10.00				Average	
		point15	15	218.7	185.6	10.00				Average	
		point72	72	1,261.5	-578.0	10.00				Average	
		point16	16	2,304.4	-1,341.6	10.00					
S San Pedro St	50.0	point17	17	1,284.1	-575.4	10.00				Average	
		point18	18	1,466.7	468.6	10.00				Average	
		point71	71	1,527.9	553.0	10.00				Average	
		point68	68	1,963.3	1,127.5	10.00				Average	
		point19	19	2,516.9	1,859.8	10.00					
W 2nd St	48.0	point20	20	240.8	1,483.5	10.00				Average	
		point21	21	707.9	1,102.5	10.00					
W 1st St	66.0	point24	24	675.3	2,057.7	10.00				Average	
		point25	25	1,060.1	1,764.3	10.00					
W 1st St_1	66.0	point32	32	1,075.4	1,753.6	10.00				Average	
		point26	26	1,957.5	1,126.5	10.00					
W 2nd St-2	48.0	point33	33	710.7	1,100.7	10.00				Average	
		point70	70	1,117.8	826.6	10.00				Average	
		point22	22	1,526.1	551.9	10.00					
W 2nd St-2-2	48.0	point34	34	1,529.0	549.9	10.00				Average	
		point23	23	2,563.6	-108.9	10.00					

W 1st St_1-2	66.0	point35	35	1,963.1	1,123.0	10.00				Average	
		point27	27	2,619.2	675.8	10.00					
S Central Ave	66.0	point36	36	2,771.8	1,601.9	10.00				Average	
		point37	37	2,648.1	679.8	10.00				Average	
		point38	38	2,575.8	-112.5	10.00				Average	
		point39	39	2,333.3	-1,332.9	10.00					
Temple st_1	12.0	point58	58	1,132.3	2,683.3	10.00				Average	
		point59	59	1,453.9	2,476.9	10.00					
Temple St	12.0	point62	62	1,461.5	2,472.6	10.00				Average	
		point60	60	2,519.4	1,863.7	10.00				Average	
		point61	61	2,771.1	1,607.3	10.00					

<Organization?> 25 September 2012
<Analysis By?> TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
S Los Angeles St	point5	5	1420	30	29	30	15	30	0	0	0	0
	point69	69	1592	30	33	30	16	30	0	0	0	0
	point6	6										
S Main St	point11	11	1625	30	34	30	17	30	0	0	0	0
	point12	12										
E 3rd St	point14	14	1243	30	26	30	13	30	0	0	0	0
	point15	15	1243	30	26	30	13	30	0	0	0	0
	point72	72	1271	30	26	30	13	30	0	0	0	0
	point16	16										
S San Pedro St	point17	17	1078	30	22	30	11	30	0	0	0	0
	point18	18	1078	30	22	30	11	30	0	0	0	0
	point71	71	1078	30	22	30	11	30	0	0	0	0
	point68	68	548	30	11	30	6	30	0	0	0	0
	point19	19										
W 2nd St	point20	20	898	30	19	30	9	30	0	0	0	0
	point21	21										
W 1st St	point24	24	1857	30	38	30	19	30	0	0	0	0
	point25	25										
W 1st St_1	point32	32	1861	30	38	30	19	30	0	0	0	0
	point26	26										
W 2nd St-2	point33	33	898	30	19	30	9	30	0	0	0	0
	point70	70	898	30	19	30	9	30	0	0	0	0
	point22	22										

W 2nd St-2-2	point34	34	855	30	18	30	9	30	0	0	0	0
	point23	23										
W 1st St_1-2	point35	35	1861	30	38	30	19	30	0	0	0	0
	point27	27										
S Central Ave	point36	36	768	30	16	30	8	30	0	0	0	0
	point37	37	768	30	16	30	8	30	0	0	0	0
	point38	38	768	30	16	30	8	30	0	0	0	0
	point39	39										
Temple st_1	point58	58	1470	30	30	30	15	30	0	0	0	0
	point59	59										
Temple St	point62	62	1470	30	30	30	15	30	0	0	0	0
	point60	60	1428	30	29	30	15	30	0	0	0	0
	point61	61										

<Organization?>
<Analysis By?>

2 October 2012
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
ST-4	1	1	2,152.8	-1,185.0	10.00	4.92	0.00	66	10.0	8.0	Y
ST-3	3	1	1,397.4	305.7	10.00	4.92	0.00	66	10.0	8.0	Y
ST-1	5	1	1,993.7	1,240.2	10.00	4.92	0.00	66	10.0	8.0	Y
ST-2	7	1	1,359.9	2,645.2	25.00	4.92	0.00	66	10.0	8.0	Y
MR-1	9	1	972.0	1,905.3	10.00	4.92	0.00	66	10.0	8.0	Y

<Organization?> 2 October 2012
<Analysis By?> TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per	$ per	Top	Run:Rise	$ per			X	Y	Z	at	Seg Ht Perturbs			On	Important
				Unit	Unit	Width		Unit						Point	Incre-	#Up	#Dn	Struct?	Reflec-
				Area	Vol.			Length							ment				tions?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
day care wall	W	0.00	99.99	0.00				0.00	point1	1	995.6	1,920.0	10.00	5.00	0.00	0	0		
									point2	2	1,007.7	1,886.0	10.00	5.00	0.00	0	0		
									point3	3	995.1	1,870.5	10.00	5.00	0.00	0	0		
									point4	4	921.4	1,926.3	10.00	5.00					

<Organization?>			25 September 2012	
<Analysis By?>			TNM 2.5	
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:	<Project Name?>			
RUN:	<Run Title?>			
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line1	1	1,524.1	2,674.4	25.00
	2	1,452.3	2,525.1	25.00
	3	1,422.2	2,516.5	20.00
	4	1,284.3	2,604.1	18.00
	5	1,176.7	2,674.4	15.00

<Organization?>
<Analysis By?>
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

25 September 2012
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
ST-4	1	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
ST-3	3	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
ST-1	5	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
ST-2	7	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	4	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?> 25 September 2012
<Analysis By?> TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
S Los Angeles St	54.0	point5	5	217.4	200.4	10.00				Average	
		point69	69	1,068.5	1,756.9	10.00				Average	
		point6	6	1,589.0	2,711.9	10.00					
S Main St	44.0	point11	11	-371.3	664.4	10.00				Average	
		point12	12	1,134.5	2,687.9	10.00					
E 3rd St	36.0	point14	14	-390.1	657.4	10.00				Average	
		point15	15	218.7	185.6	10.00				Average	
		point72	72	1,261.5	-578.0	10.00				Average	
		point16	16	2,304.4	-1,341.6	10.00					
S San Pedro St	50.0	point17	17	1,284.1	-575.4	10.00				Average	
		point18	18	1,466.7	468.6	10.00				Average	
		point71	71	1,527.9	553.0	10.00				Average	
		point68	68	1,963.3	1,127.5	10.00				Average	
		point19	19	2,516.9	1,859.8	10.00					
W 2nd St	48.0	point20	20	240.8	1,483.5	10.00				Average	
		point21	21	707.9	1,102.5	10.00					
W 1st St	66.0	point24	24	675.3	2,057.7	10.00				Average	
		point25	25	1,060.1	1,764.3	10.00					
W 1st St_1	66.0	point32	32	1,075.4	1,753.6	10.00				Average	
		point26	26	1,957.5	1,126.5	10.00					
W 2nd St-2	48.0	point33	33	710.7	1,100.7	10.00				Average	
		point70	70	1,117.8	826.6	10.00				Average	
		point22	22	1,526.1	551.9	10.00					
W 2nd St-2-2	48.0	point34	34	1,529.0	549.9	10.00				Average	
		point23	23	2,563.6	-108.9	10.00					

W 1st St_1-2	66.0	point35	35	1,963.1	1,123.0	10.00				Average	
		point27	27	2,619.2	675.8	10.00					
S Central Ave	66.0	point36	36	2,771.8	1,601.9	10.00				Average	
		point37	37	2,648.1	679.8	10.00				Average	
		point38	38	2,575.8	-112.5	10.00				Average	
		point39	39	2,333.3	-1,332.9	10.00					
Temple st_1	12.0	point58	58	1,132.3	2,683.3	10.00				Average	
		point59	59	1,453.9	2,476.9	10.00					
Temple St	12.0	point62	62	1,461.5	2,472.6	10.00				Average	
		point60	60	2,519.4	1,863.7	10.00				Average	
		point61	61	2,771.1	1,607.3	10.00					

<Organization?> 25 September 2012
<Analysis By?> TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
S Los Angeles St	point5	5	1439	30	30	30	15	30	0	0	0	0
	point69	69	1600	30	33	30	16	30	0	0	0	0
	point6	6										
S Main St	point11	11	1626	30	34	30	17	30	0	0	0	0
	point12	12										
E 3rd St	point14	14	1275	30	26	30	13	30	0	0	0	0
	point15	15	1275	30	26	30	13	30	0	0	0	0
	point72	72	1243	30	26	30	13	30	0	0	0	0
	point16	16										
S San Pedro St	point17	17	1115	30	23	30	11	30	0	0	0	0
	point18	18	1115	30	23	30	11	30	0	0	0	0
	point71	71	1115	30	23	30	11	30	0	0	0	0
	point68	68	802	30	17	30	8	30	0	0	0	0
	point19	19										
W 2nd St	point20	20	905	30	19	30	9	30	0	0	0	0
	point21	21										
W 1st St	point24	24	1900	30	39	30	20	30	0	0	0	0
	point25	25										
W 1st St_1	point32	32	1911	30	39	30	20	30	0	0	0	0
	point26	26										
W 2nd St-2	point33	33	905	30	19	30	9	30	0	0	0	0
	point70	70	905	30	19	30	9	30	0	0	0	0
	point22	22										

W 2nd St-2-2	point34	34	855	30	18	30	9	30	0	0	0	0
	point23	23										
W 1st St_1-2	point35	35	1911	30	39	30	20	30	0	0	0	0
	point27	27										
S Central Ave	point36	36	772	30	16	30	8	30	0	0	0	0
	point37	37	772	30	16	30	8	30	0	0	0	0
	point38	38	772	30	16	30	8	30	0	0	0	0
	point39	39										
Temple st_1	point58	58	1676	30	35	30	17	30	0	0	0	0
	point59	59										
Temple St	point62	62	1676	30	35	30	17	30	0	0	0	0
	point60	60	1475	30	30	30	15	30	0	0	0	0
	point61	61										

<Organization?>
<Analysis By?>

2 October 2012
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
ST-4	1	1	2,152.8	-1,185.0	10.00	4.92	0.00	66	10.0	8.0	Y
ST-3	3	1	1,397.4	305.7	10.00	4.92	0.00	66	10.0	8.0	Y
ST-1	5	1	1,993.7	1,240.2	10.00	4.92	0.00	66	10.0	8.0	Y
ST-2	7	1	1,359.9	2,645.2	25.00	4.92	0.00	66	10.0	8.0	Y
MR-1	9	1	972.0	1,905.3	10.00	4.92	0.00	66	10.0	8.0	Y

<Organization?> 2 October 2012
<Analysis By?> TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per	$ per	Top	Run:Rise	$ per			X	Y	Z	at	Seg Ht Perturbs			On	Important
				Unit	Unit	Width		Unit						Point	Incre-	#Up	#Dn	Struct?	Reflec-
				Area	Vol.			Length							ment				tions?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
day care wall	W	0.00	99.99	0.00				0.00	point1	1	995.6	1,920.0	10.00	5.00	0.00	0	0		
									point2	2	1,007.7	1,886.0	10.00	5.00	0.00	0	0		
									point3	3	995.1	1,870.5	10.00	5.00	0.00	0	0		
									point4	4	921.4	1,926.3	10.00	5.00					

<Organization?>			25 September 2012	
<Analysis By?>			TNM 2.5	
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:	<Project Name?>			
RUN:	<Run Title?>			
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line1	1	1,524.1	2,674.4	25.00
	2	1,452.3	2,525.1	25.00
	3	1,422.2	2,516.5	20.00
	4	1,284.3	2,604.1	18.00
	5	1,176.7	2,674.4	15.00

<Organization?>
<Analysis By?>
25 September 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
ST-4	1	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
ST-3	3	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
ST-1	5	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
ST-2	7	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	4	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?> 25 September 2012
<Analysis By?> TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
S Los Angeles St	54.0	point5	5	217.4	200.4	10.00				Average	
		point69	69	1,068.5	1,756.9	10.00				Average	
		point6	6	1,589.0	2,711.9	10.00					
S Main St	44.0	point11	11	-371.3	664.4	10.00				Average	
		point12	12	1,134.5	2,687.9	10.00					
E 3rd St	36.0	point14	14	-390.1	657.4	10.00				Average	
		point15	15	218.7	185.6	10.00				Average	
		point72	72	1,261.5	-578.0	10.00				Average	
		point16	16	2,304.4	-1,341.6	10.00					
S San Pedro St	50.0	point17	17	1,284.1	-575.4	10.00				Average	
		point18	18	1,466.7	468.6	10.00				Average	
		point71	71	1,527.9	553.0	10.00				Average	
		point68	68	1,963.3	1,127.5	10.00				Average	
		point19	19	2,516.9	1,859.8	10.00					
W 2nd St	48.0	point20	20	240.8	1,483.5	10.00				Average	
		point21	21	707.9	1,102.5	10.00					
W 1st St	66.0	point24	24	675.3	2,057.7	10.00				Average	
		point25	25	1,060.1	1,764.3	10.00					
W 1st St_1	66.0	point32	32	1,075.4	1,753.6	10.00				Average	
		point26	26	1,957.5	1,126.5	10.00					
W 2nd St-2	48.0	point33	33	710.7	1,100.7	10.00				Average	
		point70	70	1,117.8	826.6	10.00				Average	
		point22	22	1,526.1	551.9	10.00					
W 2nd St-2-2	48.0	point34	34	1,529.0	549.9	10.00				Average	
		point23	23	2,563.6	-108.9	10.00					

W 1st St_1-2	66.0	point35	35	1,963.1	1,123.0	10.00				Average	
		point27	27	2,619.2	675.8	10.00					
S Central Ave	66.0	point36	36	2,771.8	1,601.9	10.00				Average	
		point37	37	2,648.1	679.8	10.00				Average	
		point38	38	2,575.8	-112.5	10.00				Average	
		point39	39	2,333.3	-1,332.9	10.00					
Temple st_1	12.0	point58	58	1,132.3	2,683.3	10.00				Average	
		point59	59	1,453.9	2,476.9	10.00					
Temple St	12.0	point62	62	1,461.5	2,472.6	10.00				Average	
		point60	60	2,519.4	1,863.7	10.00				Average	
		point61	61	2,771.1	1,607.3	10.00					

<Organization?>
25 September 2012
<Analysis By?>
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
S Los Angeles St	point5	5	1463	30	30	30	15	30	0	0	0	0
	point69	69	1609	30	33	30	17	30	0	0	0	0
	point6	6										
S Main St	point11	11	1628	30	34	30	17	30	0	0	0	0
	point12	12										
E 3rd St	point14	14	1243	30	26	30	13	30	0	0	0	0
	point15	15	1243	30	26	30	13	30	0	0	0	0
	point72	72	1278	30	26	30	13	30	0	0	0	0
	point16	16										
S San Pedro St	point17	17	1161	30	24	30	12	30	0	0	0	0
	point18	18	1161	30	24	30	12	30	0	0	0	0
	point71	71	1161	30	24	30	12	30	0	0	0	0
	point68	68	1116	30	23	30	12	30	0	0	0	0
	point19	19										
W 2nd St	point20	20	916	30	19	30	9	30	0	0	0	0
	point21	21										
W 1st St	point24	24	1955	30	40	30	20	30	0	0	0	0
	point25	25										
W 1st St_1	point32	32	1973	30	41	30	20	30	0	0	0	0
	point26	26										
W 2nd St-2	point33	33	916	30	19	30	9	30	0	0	0	0
	point70	70	916	30	19	30	9	30	0	0	0	0
	point22	22										

W 2nd St-2-2	point34	34	855	30	18	30	9	30	0	0	0	0
	point23	23										
W 1st St_1-2	point35	35	1973	30	41	30	20	30	0	0	0	0
	point27	27										
S Central Ave	point36	36	777	30	16	30	8	30	0	0	0	0
	point37	37	777	30	16	30	8	30	0	0	0	0
	point38	38	777	30	16	30	8	30	0	0	0	0
	point39	39										
Temple st_1	point58	58	1929	30	40	30	20	30	0	0	0	0
	point59	59										
Temple St	point62	62	1929	30	40	30	20	30	0	0	0	0
	point60	60	1536	30	32	30	16	30	0	0	0	0
	point61	61										

<Organization?>
<Analysis By?>

2 October 2012
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
ST-4	1	1	2,152.8	-1,185.0	10.00	4.92	0.00	66	10.0	8.0	Y
ST-3	3	1	1,397.4	305.7	10.00	4.92	0.00	66	10.0	8.0	Y
ST-1	5	1	1,993.7	1,240.2	10.00	4.92	0.00	66	10.0	8.0	Y
ST-2	7	1	1,359.9	2,645.2	25.00	4.92	0.00	66	10.0	8.0	Y
MR-1	9	1	972.0	1,905.3	10.00	4.92	0.00	66	10.0	8.0	Y

<Organization?> 2 October 2012
<Analysis By?> TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per	$ per	Top	Run:Rise	$ per			X	Y	Z	at	Seg Ht Perturbs			On	Important
				Unit	Unit	Width		Unit						Point	Incre-	#Up	#Dn	Struct?	Reflec-
				Area	Vol.			Length							ment				tions?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
day care wall	W	0.00	99.99	0.00				0.00	point1	1	995.6	1,920.0	10.00	5.00	0.00	0	0		
									point2	2	1,007.7	1,886.0	10.00	5.00	0.00	0	0		
									point3	3	995.1	1,870.5	10.00	5.00	0.00	0	0		
									point4	4	921.4	1,926.3	10.00	5.00					

<Organization?>			25 September 2012	
<Analysis By?>			TNM 2.5	
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:	<Project Name?>			
RUN:	<Run Title?>			
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line1	1	1,524.1	2,674.4	25.00
	2	1,452.3	2,525.1	25.00
	3	1,422.2	2,516.5	20.00
	4	1,284.3	2,604.1	18.00
	5	1,176.7	2,674.4	15.00

<Organization?>
<Analysis By?>
25 September 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
ST-4	1	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
ST-3	3	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
ST-1	5	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
ST-2	7	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	4	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?> 25 September 2012
<Analysis By?> TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
S Los Angeles St	54.0	point5	5	217.4	200.4	10.00				Average	
		point69	69	1,068.5	1,756.9	10.00				Average	
		point6	6	1,589.0	2,711.9	10.00					
S Main St	44.0	point11	11	-371.3	664.4	10.00				Average	
		point12	12	1,134.5	2,687.9	10.00					
E 3rd St	36.0	point14	14	-390.1	657.4	10.00				Average	
		point15	15	218.7	185.6	10.00				Average	
		point72	72	1,261.5	-578.0	10.00				Average	
		point16	16	2,304.4	-1,341.6	10.00					
S San Pedro St	50.0	point17	17	1,284.1	-575.4	10.00				Average	
		point18	18	1,466.7	468.6	10.00				Average	
		point71	71	1,527.9	553.0	10.00				Average	
		point68	68	1,963.3	1,127.5	10.00				Average	
		point19	19	2,516.9	1,859.8	10.00					
W 2nd St	48.0	point20	20	240.8	1,483.5	10.00				Average	
		point21	21	707.9	1,102.5	10.00					
W 1st St	66.0	point24	24	675.3	2,057.7	10.00				Average	
		point25	25	1,060.1	1,764.3	10.00					
W 1st St_1	66.0	point32	32	1,075.4	1,753.6	10.00				Average	
		point26	26	1,957.5	1,126.5	10.00					
W 2nd St-2	48.0	point33	33	710.7	1,100.7	10.00				Average	
		point70	70	1,117.8	826.6	10.00				Average	
		point22	22	1,526.1	551.9	10.00					
W 2nd St-2-2	48.0	point34	34	1,529.0	549.9	10.00				Average	
		point23	23	2,563.6	-108.9	10.00					

W 1st St_1-2	66.0	point35	35	1,963.1	1,123.0	10.00				Average	
		point27	27	2,619.2	675.8	10.00					
S Central Ave	66.0	point36	36	2,771.8	1,601.9	10.00				Average	
		point37	37	2,648.1	679.8	10.00				Average	
		point38	38	2,575.8	-112.5	10.00				Average	
		point39	39	2,333.3	-1,332.9	10.00					
Temple st_1	12.0	point58	58	1,132.3	2,683.3	10.00				Average	
		point59	59	1,453.9	2,476.9	10.00					
Temple St	12.0	point62	62	1,461.5	2,472.6	10.00				Average	
		point60	60	2,519.4	1,863.7	10.00				Average	
		point61	61	2,771.1	1,607.3	10.00					

<Organization?>
25 September 2012
<Analysis By?>
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
S Los Angeles St	point5	5	1487	30	31	30	15	30	0	0	0	0
	point69	69	1619	30	33	30	17	30	0	0	0	0
	point6	6										
S Main St	point11	11	1629	30	34	30	17	30	0	0	0	0
	point12	12										
E 3rd St	point14	14	1243	30	26	30	13	30	0	0	0	0
	point15	15	1243	30	26	30	13	30	0	0	0	0
	point72	72	1283	30	26	30	13	30	0	0	0	0
	point16	16										
S San Pedro St	point17	17	1207	30	25	30	12	30	0	0	0	0
	point18	18	1207	30	25	30	12	30	0	0	0	0
	point71	71	1207	30	25	30	12	30	0	0	0	0
	point68	68	1453	30	30	30	15	30	0	0	0	0
	point19	19										
W 2nd St	point20	20	925	30	19	30	10	30	0	0	0	0
	point21	21										
W 1st St	point24	24	2010	30	41	30	21	30	0	0	0	0
	point25	25										
W 1st St_1	point32	32	2036	30	42	30	21	30	0	0	0	0
	point26	26										
W 2nd St-2	point33	33	925	30	19	30	10	30	0	0	0	0
	point70	70	925	30	19	30	10	30	0	0	0	0
	point22	22										

W 2nd St-2-2	point34	34	855	30	18	30	9	30	0	0	0	0
	point23	23										
W 1st St_1-2	point35	35	2036	30	42	30	21	30	0	0	0	0
	point27	27										
S Central Ave	point36	36	781	30	16	30	8	30	0	0	0	0
	point37	37	781	30	16	30	8	30	0	0	0	0
	point38	38	781	30	16	30	8	30	0	0	0	0
	point39	39										
Temple st_1	point58	58	2202	30	45	30	23	30	0	0	0	0
	point59	59										
Temple St	point62	62	2202	30	45	30	23	30	0	0	0	0
	point60	60	1601	30	33	30	17	30	0	0	0	0
	point61	61										

<Organization?>
<Analysis By?>

2 October 2012
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
ST-4	1	1	2,152.8	-1,185.0	10.00	4.92	0.00	66	10.0	8.0	Y
ST-3	3	1	1,397.4	305.7	10.00	4.92	0.00	66	10.0	8.0	Y
ST-1	5	1	1,993.7	1,240.2	10.00	4.92	0.00	66	10.0	8.0	Y
ST-2	7	1	1,359.9	2,645.2	25.00	4.92	0.00	66	10.0	8.0	Y
MR-1	9	1	972.0	1,905.3	10.00	4.92	0.00	66	10.0	8.0	Y

<Organization?> 2 October 2012
<Analysis By?> TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per	$ per	Top	Run:Rise	$ per			X	Y	Z	at	Seg Ht Perturbs			On	Important
				Unit	Unit	Width		Unit						Point	Incre-	#Up	#Dn	Struct?	Reflec-
				Area	Vol.			Length							ment				tions?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
day care wall	W	0.00	99.99	0.00				0.00	point1	1	995.6	1,920.0	10.00	5.00	0.00	0	0		
									point2	2	1,007.7	1,886.0	10.00	5.00	0.00	0	0		
									point3	3	995.1	1,870.5	10.00	5.00	0.00	0	0		
									point4	4	921.4	1,926.3	10.00	5.00					

<Organization?>			25 September 2012	
<Analysis By?>			TNM 2.5	
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:	<Project Name?>			
RUN:	<Run Title?>			
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line1	1	1,524.1	2,674.4	25.00
	2	1,452.3	2,525.1	25.00
	3	1,422.2	2,516.5	20.00
	4	1,284.3	2,604.1	18.00
	5	1,176.7	2,674.4	15.00

<Organization?>
<Analysis By?>
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

25 September 2012
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
ST-4	1	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
ST-3	3	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
ST-1	5	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
ST-2	7	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	4	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?> 25 September 2012
<Analysis By?> TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
S Los Angeles St	54.0	point5	5	217.4	200.4	10.00				Average	
		point69	69	1,068.5	1,756.9	10.00				Average	
		point6	6	1,589.0	2,711.9	10.00					
S Main St	44.0	point11	11	-371.3	664.4	10.00				Average	
		point12	12	1,134.5	2,687.9	10.00					
E 3rd St	36.0	point14	14	-390.1	657.4	10.00				Average	
		point15	15	218.7	185.6	10.00				Average	
		point72	72	1,261.5	-578.0	10.00				Average	
		point16	16	2,304.4	-1,341.6	10.00					
S San Pedro St	50.0	point17	17	1,284.1	-575.4	10.00				Average	
		point18	18	1,466.7	468.6	10.00				Average	
		point71	71	1,527.9	553.0	10.00				Average	
		point68	68	1,963.3	1,127.5	10.00				Average	
		point19	19	2,516.9	1,859.8	10.00					
W 2nd St	48.0	point20	20	240.8	1,483.5	10.00				Average	
		point21	21	707.9	1,102.5	10.00					
W 1st St	66.0	point24	24	675.3	2,057.7	10.00				Average	
		point25	25	1,060.1	1,764.3	10.00					
W 1st St_1	66.0	point32	32	1,075.4	1,753.6	10.00				Average	
		point26	26	1,957.5	1,126.5	10.00					
W 2nd St-2	48.0	point33	33	710.7	1,100.7	10.00				Average	
		point70	70	1,117.8	826.6	10.00				Average	
		point22	22	1,526.1	551.9	10.00					
W 2nd St-2-2	48.0	point34	34	1,529.0	549.9	10.00				Average	
		point23	23	2,563.6	-108.9	10.00					

W 1st St_1-2	66.0	point35	35	1,963.1	1,123.0	10.00				Average	
		point27	27	2,619.2	675.8	10.00					
S Central Ave	66.0	point36	36	2,771.8	1,601.9	10.00				Average	
		point37	37	2,648.1	679.8	10.00				Average	
		point38	38	2,575.8	-112.5	10.00				Average	
		point39	39	2,333.3	-1,332.9	10.00					
Temple st_1	12.0	point58	58	1,132.3	2,683.3	10.00				Average	
		point59	59	1,453.9	2,476.9	10.00					
Temple St	12.0	point62	62	1,461.5	2,472.6	10.00				Average	
		point60	60	2,519.4	1,863.7	10.00				Average	
		point61	61	2,771.1	1,607.3	10.00					

<Organization?> 25 September 2012
<Analysis By?> TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
S Los Angeles St	point5	5	1961	30	40	30	20	30	0	0	0	0
	point69	69	2101	30	43	30	22	30	0	0	0	0
	point6	6										
S Main St	point11	11	1801	30	37	30	19	30	0	0	0	0
	point12	12										
E 3rd St	point14	14	1432	30	30	30	15	30	0	0	0	0
	point15	15	1432	30	30	30	15	30	0	0	0	0
	point72	72	1471	30	30	30	15	30	0	0	0	0
	point16	16										
S San Pedro St	point17	17	1182	30	24	30	12	30	0	0	0	0
	point18	18	1182	30	24	30	12	30	0	0	0	0
	point71	71	1182	30	24	30	12	30	0	0	0	0
	point68	68	588	30	12	30	6	30	0	0	0	0
	point19	19										
W 2nd St	point20	20	1093	30	23	30	11	30	0	0	0	0
	point21	21										
W 1st St	point24	24	2282	30	47	30	24	30	0	0	0	0
	point25	25										
W 1st St_1	point32	32	2288	30	47	30	24	30	0	0	0	0
	point26	26										
W 2nd St-2	point33	33	1093	30	23	30	11	30	0	0	0	0
	point70	70	1093	30	23	30	11	30	0	0	0	0
	point22	22										

W 2nd St-2-2	point34	34	1050	30	22	30	11	30	0	0	0	0
	point23	23										
W 1st St_1-2	point35	35	2288	30	47	30	24	30	0	0	0	0
	point27	27										
S Central Ave	point36	36	864	30	18	30	9	30	0	0	0	0
	point37	37	864	30	18	30	9	30	0	0	0	0
	point38	38	864	30	18	30	9	30	0	0	0	0
	point39	39										
Temple st_1	point58	58	1772	30	37	30	18	30	0	0	0	0
	point59	59										
Temple St	point62	62	1772	30	37	30	18	30	0	0	0	0
	point60	60	1428	30	29	30	15	30	0	0	0	0
	point61	61										

<Organization?>
<Analysis By?>

2 October 2012
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
ST-4	1	1	2,152.8	-1,185.0	10.00	4.92	0.00	66	10.0	8.0	Y
ST-3	3	1	1,397.4	305.7	10.00	4.92	0.00	66	10.0	8.0	Y
ST-1	5	1	1,993.7	1,240.2	10.00	4.92	0.00	66	10.0	8.0	Y
ST-2	7	1	1,359.9	2,645.2	25.00	4.92	0.00	66	10.0	8.0	Y
MR-1	9	1	972.0	1,905.3	10.00	4.92	0.00	66	10.0	8.0	Y

<Organization?> 2 October 2012
<Analysis By?> TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per	$ per	Top	Run:Rise	$ per			X	Y	Z	at	Seg Ht Perturbs			On	Important
				Unit	Unit	Width		Unit						Point	Incre-	#Up	#Dn	Struct?	Reflec-
				Area	Vol.			Length							ment				tions?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
day care wall	W	0.00	99.99	0.00				0.00	point1	1	995.6	1,920.0	10.00	5.00	0.00	0	0		
									point2	2	1,007.7	1,886.0	10.00	5.00	0.00	0	0		
									point3	3	995.1	1,870.5	10.00	5.00	0.00	0	0		
									point4	4	921.4	1,926.3	10.00	5.00					

<Organization?>			25 September 2012	
<Analysis By?>			TNM 2.5	
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:	<Project Name?>			
RUN:	<Run Title?>			
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line1	1	1,524.1	2,674.4	25.00
	2	1,452.3	2,525.1	25.00
	3	1,422.2	2,516.5	20.00
	4	1,284.3	2,604.1	18.00
	5	1,176.7	2,674.4	15.00

<Organization?>
<Analysis By?>
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

25 September 2012
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
ST-4	1	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
ST-3	3	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
ST-1	5	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
ST-2	7	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	4	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?> 25 September 2012
<Analysis By?> TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
S Los Angeles St	54.0	point5	5	217.4	200.4	10.00				Average	
		point69	69	1,068.5	1,756.9	10.00				Average	
		point6	6	1,589.0	2,711.9	10.00					
S Main St	44.0	point11	11	-371.3	664.4	10.00				Average	
		point12	12	1,134.5	2,687.9	10.00					
E 3rd St	36.0	point14	14	-390.1	657.4	10.00				Average	
		point15	15	218.7	185.6	10.00				Average	
		point72	72	1,261.5	-578.0	10.00				Average	
		point16	16	2,304.4	-1,341.6	10.00					
S San Pedro St	50.0	point17	17	1,284.1	-575.4	10.00				Average	
		point18	18	1,466.7	468.6	10.00				Average	
		point71	71	1,527.9	553.0	10.00				Average	
		point68	68	1,963.3	1,127.5	10.00				Average	
		point19	19	2,516.9	1,859.8	10.00					
W 2nd St	48.0	point20	20	240.8	1,483.5	10.00				Average	
		point21	21	707.9	1,102.5	10.00					
W 1st St	66.0	point24	24	675.3	2,057.7	10.00				Average	
		point25	25	1,060.1	1,764.3	10.00					
W 1st St_1	66.0	point32	32	1,075.4	1,753.6	10.00				Average	
		point26	26	1,957.5	1,126.5	10.00					
W 2nd St-2	48.0	point33	33	710.7	1,100.7	10.00				Average	
		point70	70	1,117.8	826.6	10.00				Average	
		point22	22	1,526.1	551.9	10.00					
W 2nd St-2-2	48.0	point34	34	1,529.0	549.9	10.00				Average	
		point23	23	2,563.6	-108.9	10.00					

W 1st St_1-2	66.0	point35	35	1,963.1	1,123.0	10.00				Average	
		point27	27	2,619.2	675.8	10.00					
S Central Ave	66.0	point36	36	2,771.8	1,601.9	10.00				Average	
		point37	37	2,648.1	679.8	10.00				Average	
		point38	38	2,575.8	-112.5	10.00				Average	
		point39	39	2,333.3	-1,332.9	10.00					
Temple st_1	12.0	point58	58	1,132.3	2,683.3	10.00				Average	
		point59	59	1,453.9	2,476.9	10.00					
Temple St	12.0	point62	62	1,461.5	2,472.6	10.00				Average	
		point60	60	2,519.4	1,863.7	10.00				Average	
		point61	61	2,771.1	1,607.3	10.00					

<Organization?> 25 September 2012
<Analysis By?> TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
S Los Angeles St	point5	5	1981	30	41	30	20	30	0	0	0	0
	point69	69	2109	30	43	30	22	30	0	0	0	0
	point6	6										
S Main St	point11	11	1822	30	38	30	19	30	0	0	0	0
	point12	12										
E 3rd St	point14	14	1432	30	30	30	15	30	0	0	0	0
	point15	15	1432	30	30	30	15	30	0	0	0	0
	point72	72	1474	30	30	30	15	30	0	0	0	0
	point16	16										
S San Pedro St	point17	17	1219	30	25	30	13	30	0	0	0	0
	point18	18	1219	30	25	30	13	30	0	0	0	0
	point71	71	1219	30	25	30	13	30	0	0	0	0
	point68	68	842	30	17	30	9	30	0	0	0	0
	point19	19										
W 2nd St	point20	20	1100	30	23	30	11	30	0	0	0	0
	point21	21										
W 1st St	point24	24	2326	30	48	30	24	30	0	0	0	0
	point25	25										
W 1st St_1	point32	32	2326	30	48	30	24	30	0	0	0	0
	point26	26										
W 2nd St-2	point33	33	1100	30	23	30	11	30	0	0	0	0
	point70	70	1100	30	23	30	11	30	0	0	0	0
	point22	22										

W 2nd St-2-2	point34	34	1050	30	22	30	11	30	0	0	0	0
	point23	23										
W 1st St_1-2	point35	35	2338	30	48	30	24	30	0	0	0	0
	point27	27										
S Central Ave	point36	36	868	30	18	30	9	30	0	0	0	0
	point37	37	868	30	18	30	9	30	0	0	0	0
	point38	38	868	30	18	30	9	30	0	0	0	0
	point39	39										
Temple st_1	point58	58	1979	30	41	30	20	30	0	0	0	0
	point59	59										
Temple St	point62	62	1979	30	41	30	20	30	0	0	0	0
	point60	60	1773	30	37	30	18	30	0	0	0	0
	point61	61										

<Organization?>
<Analysis By?>

2 October 2012
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
ST-4	1	1	2,152.8	-1,185.0	10.00	4.92	0.00	66	10.0	8.0	Y
ST-3	3	1	1,397.4	305.7	10.00	4.92	0.00	66	10.0	8.0	Y
ST-1	5	1	1,993.7	1,240.2	10.00	4.92	0.00	66	10.0	8.0	Y
ST-2	7	1	1,359.9	2,645.2	25.00	4.92	0.00	66	10.0	8.0	Y
MR-1	9	1	972.0	1,905.3	10.00	4.92	0.00	66	10.0	8.0	Y

<Organization?> 2 October 2012
<Analysis By?> TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per	$ per	Top	Run:Rise	$ per			X	Y	Z	at	Seg Ht Perturbs			On	Important
				Unit	Unit	Width		Unit						Point	Incre-	#Up	#Dn	Struct?	Reflec-
				Area	Vol.			Length							ment				tions?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
day care wall	W	0.00	99.99	0.00				0.00	point1	1	995.6	1,920.0	10.00	5.00	0.00	0	0		
									point2	2	1,007.7	1,886.0	10.00	5.00	0.00	0	0		
									point3	3	995.1	1,870.5	10.00	5.00	0.00	0	0		
									point4	4	921.4	1,926.3	10.00	5.00					

<Organization?>			25 September 2012	
<Analysis By?>			TNM 2.5	
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:	<Project Name?>			
RUN:	<Run Title?>			
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line1	1	1,524.1	2,674.4	25.00
	2	1,452.3	2,525.1	25.00
	3	1,422.2	2,516.5	20.00
	4	1,284.3	2,604.1	18.00
	5	1,176.7	2,674.4	15.00

<Organization?>
<Analysis By?>
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

25 September 2012
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
ST-4	1	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
ST-3	3	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
ST-1	5	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
ST-2	7	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	4	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?> 25 September 2012
<Analysis By?> TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
S Los Angeles St	54.0	point5	5	217.4	200.4	10.00				Average	
		point69	69	1,068.5	1,756.9	10.00				Average	
		point6	6	1,589.0	2,711.9	10.00					
S Main St	44.0	point11	11	-371.3	664.4	10.00				Average	
		point12	12	1,134.5	2,687.9	10.00					
E 3rd St	36.0	point14	14	-390.1	657.4	10.00				Average	
		point15	15	218.7	185.6	10.00				Average	
		point72	72	1,261.5	-578.0	10.00				Average	
		point16	16	2,304.4	-1,341.6	10.00					
S San Pedro St	50.0	point17	17	1,284.1	-575.4	10.00				Average	
		point18	18	1,466.7	468.6	10.00				Average	
		point71	71	1,527.9	553.0	10.00				Average	
		point68	68	1,963.3	1,127.5	10.00				Average	
		point19	19	2,516.9	1,859.8	10.00					
W 2nd St	48.0	point20	20	240.8	1,483.5	10.00				Average	
		point21	21	707.9	1,102.5	10.00					
W 1st St	66.0	point24	24	675.3	2,057.7	10.00				Average	
		point25	25	1,060.1	1,764.3	10.00					
W 1st St_1	66.0	point32	32	1,075.4	1,753.6	10.00				Average	
		point26	26	1,957.5	1,126.5	10.00					
W 2nd St-2	48.0	point33	33	710.7	1,100.7	10.00				Average	
		point70	70	1,117.8	826.6	10.00				Average	
		point22	22	1,526.1	551.9	10.00					
W 2nd St-2-2	48.0	point34	34	1,529.0	549.9	10.00				Average	
		point23	23	2,563.6	-108.9	10.00					

W 1st St_1-2	66.0	point35	35	1,963.1	1,123.0	10.00				Average	
		point27	27	2,619.2	675.8	10.00					
S Central Ave	66.0	point36	36	2,771.8	1,601.9	10.00				Average	
		point37	37	2,648.1	679.8	10.00				Average	
		point38	38	2,575.8	-112.5	10.00				Average	
		point39	39	2,333.3	-1,332.9	10.00					
Temple st_1	12.0	point58	58	1,132.3	2,683.3	10.00				Average	
		point59	59	1,453.9	2,476.9	10.00					
Temple St	12.0	point62	62	1,461.5	2,472.6	10.00				Average	
		point60	60	2,519.4	1,863.7	10.00				Average	
		point61	61	2,771.1	1,607.3	10.00					

<Organization?> 25 September 2012
<Analysis By?> TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Roadway Name	Points Name	No.	Segment Autos V veh/hr	Autos S mph	MTrucks V veh/hr	MTrucks S mph	HTrucks V veh/hr	HTrucks S mph	Buses V veh/hr	Buses S mph	Motorcycles V veh/hr	Motorcycles S mph
S Los Angeles St	point5	5	2004	30	41	30	21	30	0	0	0	0
	point69	69	2118	30	44	30	22	30	0	0	0	0
	point6	6										
S Main St	point11	11	1824	30	38	30	19	30	0	0	0	0
	point12	12										
E 3rd St	point14	14	1432	30	30	30	15	30	0	0	0	0
	point15	15	1432	30	30	30	15	30	0	0	0	0
	point72	72	1478	30	30	30	15	30	0	0	0	0
	point16	16										
S San Pedro St	point17	17	1266	30	26	30	13	30	0	0	0	0
	point18	18	1266	30	26	30	13	30	0	0	0	0
	point71	71	1266	30	26	30	13	30	0	0	0	0
	point68	68	1155	30	24	30	12	30	0	0	0	0
	point19	19										
W 2nd St	point20	20	1111	30	23	30	11	30	0	0	0	0
	point21	21										
W 1st St	point24	24	2380	30	49	30	25	30	0	0	0	0
	point25	25										
W 1st St_1	point32	32	2400	30	49	30	25	30	0	0	0	0
	point26	26										
W 2nd St-2	point33	33	1111	30	23	30	11	30	0	0	0	0
	point70	70	1111	30	23	30	11	30	0	0	0	0
	point22	22										

W 2nd St-2-2	point34	34	1050	30	22	30	11	30	0	0	0	0
	point23	23										
W 1st St_1-2	point35	35	2400	30	49	30	25	30	0	0	0	0
	point27	27										
S Central Ave	point36	36	873	30	18	30	9	30	0	0	0	0
	point37	37	873	30	18	30	9	30	0	0	0	0
	point38	38	873	30	18	30	9	30	0	0	0	0
	point39	39										
Temple st_1	point58	58	2232	30	46	30	23	30	0	0	0	0
	point59	59										
Temple St	point62	62	2232	30	46	30	23	30	0	0	0	0
	point60	60	1833	30	38	30	19	30	0	0	0	0
	point61	61										

<Organization?>
<Analysis By?>

2 October 2012
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
ST-4	1	1	2,152.8	-1,185.0	10.00	4.92	0.00	66	10.0	8.0	Y
ST-3	3	1	1,397.4	305.7	10.00	4.92	0.00	66	10.0	8.0	Y
ST-1	5	1	1,993.7	1,240.2	10.00	4.92	0.00	66	10.0	8.0	Y
ST-2	7	1	1,359.9	2,645.2	25.00	4.92	0.00	66	10.0	8.0	Y
MR-1	9	1	972.0	1,905.3	10.00	4.92	0.00	66	10.0	8.0	Y

<Organization?> 2 October 2012
<Analysis By?> TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per	$ per	Top	Run:Rise	$ per			X	Y	Z	at	Seg Ht Perturbs			On	Important
				Unit	Unit	Width		Unit						Point	Incre-	#Up	#Dn	Struct?	Reflec-
				Area	Vol.			Length							ment				tions?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
Barrier2	W	0.00	99.99	0.00				0.00	point1	1	995.6	1,920.0	10.00	5.00	0.00	0	0		
									point2	2	1,007.7	1,886.0	10.00	5.00	0.00	0	0		
									point3	3	995.1	1,870.5	10.00	5.00	0.00	0	0		
									point4	4	921.4	1,926.3	10.00	5.00					

<Organization?>			25 September 2012	
<Analysis By?>			TNM 2.5	
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:	<Project Name?>			
RUN:	<Run Title?>			
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line1	1	1,524.1	2,674.4	25.00
	2	1,452.3	2,525.1	25.00
	3	1,422.2	2,516.5	20.00
	4	1,284.3	2,604.1	18.00
	5	1,176.7	2,674.4	15.00

<Organization?>
<Analysis By?>
25 September 2012
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
ST-4	1	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
ST-3	3	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
ST-1	5	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
ST-2	7	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	4	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?> 25 September 2012
<Analysis By?> TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
S Los Angeles St	54.0	point5	5	217.4	200.4	10.00				Average	
		point69	69	1,068.5	1,756.9	10.00				Average	
		point6	6	1,589.0	2,711.9	10.00					
S Main St	44.0	point11	11	-371.3	664.4	10.00				Average	
		point12	12	1,134.5	2,687.9	10.00					
E 3rd St	36.0	point14	14	-390.1	657.4	10.00				Average	
		point15	15	218.7	185.6	10.00				Average	
		point72	72	1,261.5	-578.0	10.00				Average	
		point16	16	2,304.4	-1,341.6	10.00					
S San Pedro St	50.0	point17	17	1,284.1	-575.4	10.00				Average	
		point18	18	1,466.7	468.6	10.00				Average	
		point71	71	1,527.9	553.0	10.00				Average	
		point68	68	1,963.3	1,127.5	10.00				Average	
		point19	19	2,516.9	1,859.8	10.00					
W 2nd St	48.0	point20	20	240.8	1,483.5	10.00				Average	
		point21	21	707.9	1,102.5	10.00					
W 1st St	66.0	point24	24	675.3	2,057.7	10.00				Average	
		point25	25	1,060.1	1,764.3	10.00					
W 1st St_1	66.0	point32	32	1,075.4	1,753.6	10.00				Average	
		point26	26	1,957.5	1,126.5	10.00					
W 2nd St-2	48.0	point33	33	710.7	1,100.7	10.00				Average	
		point70	70	1,117.8	826.6	10.00				Average	
		point22	22	1,526.1	551.9	10.00					
W 2nd St-2-2	48.0	point34	34	1,529.0	549.9	10.00				Average	
		point23	23	2,563.6	-108.9	10.00					

W 1st St_1-2	66.0	point35	35	1,963.1	1,123.0	10.00				Average	
		point27	27	2,619.2	675.8	10.00					
S Central Ave	66.0	point36	36	2,771.8	1,601.9	10.00				Average	
		point37	37	2,648.1	679.8	10.00				Average	
		point38	38	2,575.8	-112.5	10.00				Average	
		point39	39	2,333.3	-1,332.9	10.00					
Temple st_1	12.0	point58	58	1,132.3	2,683.3	10.00				Average	
		point59	59	1,453.9	2,476.9	10.00					
Temple St	12.0	point62	62	1,461.5	2,472.6	10.00				Average	
		point60	60	2,519.4	1,863.7	10.00				Average	
		point61	61	2,771.1	1,607.3	10.00					

<Organization?> 25 September 2012
<Analysis By?> TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
S Los Angeles St	point5	5	2028	30	42	30	21	30	0	0	0	0
	point69	69	2128	30	44	30	22	30	0	0	0	0
	point6	6										
S Main St	point11	11	1825	30	38	30	19	30	0	0	0	0
	point12	12										
E 3rd St	point14	14	1432	30	30	30	15	30	0	0	0	0
	point15	15	1432	30	30	30	15	30	0	0	0	0
	point72	72	1483	30	31	30	15	30	0	0	0	0
	point16	16										
S San Pedro St	point17	17	1266	30	26	30	13	30	0	0	0	0
	point18	18	1266	30	26	30	13	30	0	0	0	0
	point71	71	1266	30	26	30	13	30	0	0	0	0
	point68	68	1493	30	31	30	15	30	0	0	0	0
	point19	19										
W 2nd St	point20	20	1111	30	23	30	11	30	0	0	0	0
	point21	21										
W 1st St	point24	24	2436	30	50	30	25	30	0	0	0	0
	point25	25										
W 1st St_1	point32	32	2463	30	51	30	25	30	0	0	0	0
	point26	26										
W 2nd St-2	point33	33	1111	30	23	30	11	30	0	0	0	0
	point70	70	1111	30	23	30	11	30	0	0	0	0
	point22	22										

W 2nd St-2-2	point34	34	1050	30	22	30	11	30	0	0	0	0
	point23	23										
W 1st St_1-2	point35	35	2463	30	51	30	25	30	0	0	0	0
	point27	27										
S Central Ave	point36	36	888	30	18	30	9	30	0	0	0	0
	point37	37	888	30	18	30	9	30	0	0	0	0
	point38	38	888	30	18	30	9	30	0	0	0	0
	point39	39										
Temple st_1	point58	58	2505	30	52	30	26	30	0	0	0	0
	point59	59										
Temple St	point62	62	2505	30	52	30	26	30	0	0	0	0
	point60	60	1898	30	39	30	20	30	0	0	0	0
	point61	61										

<Organization?>
<Analysis By?>

2 October 2012
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
ST-4	1	1	2,152.8	-1,185.0	10.00	4.92	0.00	66	10.0	8.0	Y
ST-3	3	1	1,397.4	305.7	10.00	4.92	0.00	66	10.0	8.0	Y
ST-1	5	1	1,993.7	1,240.2	10.00	4.92	0.00	66	10.0	8.0	Y
ST-2	7	1	1,359.9	2,645.2	25.00	4.92	0.00	66	10.0	8.0	Y
MR-1	9	1	972.0	1,905.3	10.00	4.92	0.00	66	10.0	8.0	Y

<Organization?> 2 October 2012
<Analysis By?> TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per	$ per	Top	Run:Rise	$ per			X	Y	Z	at	Seg Ht Perturbs			On	Important
				Unit	Unit	Width		Unit						Point	Incre-	#Up	#Dn	Struct?	Reflec-
				Area	Vol.			Length							ment				tions?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
day care wall	W	0.00	99.99	0.00				0.00	point1	1	995.6	1,920.0	10.00	5.00	0.00	0	0		
									point2	2	1,007.7	1,886.0	10.00	5.00	0.00	0	0		
									point3	3	995.1	1,870.5	10.00	5.00	0.00	0	0		
									point4	4	921.4	1,926.3	10.00	5.00					

<Organization?>			25 September 2012	
<Analysis By?>			TNM 2.5	
INPUT: TERRAIN LINES				
PROJECT/CONTRACT:	<Project Name?>			
RUN:	<Run Title?>			
Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line1	1	1,524.1	2,674.4	25.00
	2	1,452.3	2,525.1	25.00
	3	1,422.2	2,516.5	20.00
	4	1,284.3	2,604.1	18.00
	5	1,176.7	2,674.4	15.00

<Organization?>
<Analysis By?>
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

25 September 2012
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
ST-4	1	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
ST-3	3	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
ST-1	5	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
ST-2	7	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	4	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Equipment Certifications

Scantek, Inc.
CALIBRATION LABORATORY

ISO 17025: 2005, ANSI/NCSL Z540:1994 Part 1
ACCREDITED by NVLAP (an ILAC and APLAC signatory)

NVLAP®
NVLAP Lab Code: 200625-0

Calibration Certificate No.24596

Instrument:	**Sound Level Meter**	*Date Calibrated:* **9/7/2011**	*Cal Due:*
Model:	**812**	*Status:*	**Received** / **Sent**
Manufacturer:	**Larson Davis**	*In tolerance:*	X / X
Serial number:	**0432**	*Out of tolerance:*	
Tested with:	**Microphone 2559 s/n 2496**	*See comments:*	
	Preamplifier PRM828 s/n 1368	*Contains non-accredited tests:*	**__Yes X No**
Type (class):	**1**	*Calibration service:*	**__ Basic X Standard**
Customer:	**ICF Jones & Stokes**	*Address:*	**1 Ada Suite 100, Irvine, CA 92618**
Tel/Fax:	**949-333-6650 / 949-333-6601**		

Tested in accordance with the following procedures and standards:
Calibration of Sound Level Meters, Scantek Inc., Rev. 6/7/2005
SLM & Dosimeters – Acoustical Tests, Scantek Inc., Rev. 7/6/2011

Instrumentation used for calibration: Nor-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence Cal. Lab / Accreditation	Cal. Due
483B-Norsonic	SME Cal Unit	25747	Jul 1, 2011	Scantek, Inc./ NVLAP	Jul 1, 2012
DS-360-SRS	Function Generator	61646	Nov 13, 2009	ACR Env. / A2LA	Nov 13, 2011
34401A-Agilent Technologies	Digital Multimeter	MY41022043	Nov 17, 2010	ACR Env. / A2LA	Nov 17, 2011
DPI 141-Druck	Pressure Indicator	790/00-04	Dec 13, 2010	ACR Env. / A2LA	Dec 13, 2012
HMP233-Vaisala Oyj	Humidity & Temp. Transmitter	V3820001	Jul 29, 2011	ACR Env. / A2LA	Jul 29, 2012
PC Program 1019 Norsonic	Calibration software	v.5.0	Validated July 2009	-	-
1251-Norsonic	Calibrator	30878	Dec 7, 2010	Scantek, Inc./ NVLAP	Dec 7, 2011

Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK).

Environmental conditions:

Temperature (°C)	Barometric Pressure (kPa)	Relative Humidity (%)
22.5 °C	100.055 kPa	58.3 %RH

Calibrated by	Kristen van Otterloo	Checked by	Mariana Buzduga
Signature	Kristen van Otterloo	Signature	
Date	9/7/2011	Date	9/9/2011

Calibration Certificates or Test Reports shall not be reproduced, except in full, without written approval of the laboratory.
This Calibration Certificate or Test Reports shall not be used to claim product certification, approval or endorsement by NVLAP, NIST, or any agency of the federal government.

Results summary: Device complies with following clauses of mentioned specifications:

CLAUSES[1] FROM IEC/ANSI STANDARDS REFERENCED IN PROCEDURES:	MET[2,3]	NOT MET	MEASUREMENT EXPANDED UNCERTAINTY (coverage factor 2) [dB]
IEC 60651/ANSI S1.4:			
Level Linearity Test (#7.9/ 6.9)	X		0.15
Weighting Network Tests: A, C, Lin network (#7.2.1/ 6.2.1-electrical test)	X		0.15
Overload Detector Test: A-network (#9.3.1/8.3.1)	X		0.15
F/S/I/Peak Test: Steady State Response (#7.4/ 6.4)	X		0.15
Fast and Slow Overshoot Test (# 8.4.1)	X		0.15
Fast-Slow Test: Single Sine Wave Burst (9.4.1&9.4.3/8.4.1 & 8.4.3)	X		0.15
Impulse Test: Continuous Sine Wave Burst (#7.3/ 6.3)	X		0.15
Impulse Test: Single Sine Wave Burst (#7.3/ 6.3)	X		0.15
Peak Detector Tests: single square wave burst (# 9.4.4/8.4.4)	X		0.15
RMS Detector Test: Continuous Sine Wave Burst (#9.4.2/8.4.2)	X		0.15
RMS Detector Test: Crest Factor Test (#9.4.2/ 8.4.2)	X		0.15
IEC60804/ANSI S1.43			
Level linearity Test (# 9.3.3/8.3.3)	X		0.15
Time Averaging Test (#9.3.2/ 8.3.2) (Leq and LE)	X		0.15/0.17
Acoustical Test: Accuracy at selected frequencies	X		0.15
Global Acoustical response: Summation (w/ actuator) (#5)	X		0.2-0.5

[1] The results of this calibration apply only to the instrument type with serial number identified in this report.

[2] Parameters are certified at actual environmental conditions.

[3] The tests marked with (*) are not covered by the current NVLAP accreditation.

Comments: The instrument was tested and met all specifications found in the referenced procedures.

Note: The instrument was tested for the parameters listed in the table above, using the test methods described in the listed standards. All tests were performed around the reference conditions. The test results were compared with the manufacturer's or with the standard's specifications, whichever are larger. Compliance with any standard cannot be claimed based solely on the periodic tests.

Tests made with the following attachments to the instrument:

X	Microphone 2559 s/n 2496 for acoustical test
X	Preamplifier PRM828 s/n 1368 for all tests
X	Other: line adaptor ADP005 (18pF) for electrical tests

Measured Data: in Test Report # 24596 of 13 + 1 pages.

Place of Calibration: Scantek, Inc.
6430 Dobbin Road, Suite C
Columbia, MD 21045 USA

Ph/Fax: 410-290-7726/ -9167
callab@scantekinc.com

Calibration Certificates or Test Reports shall not be reproduced, except in full, without written approval of the laboratory.
This Calibration Certificate or Test Reports shall not be used to claim product certification, approval or endorsement by NVLAP, NIST, or any agency of the federal government.

Calibration Summary of Test Report No.:24596

Larson Davis Type: 812 Serial no: 0432

Customer:	**ICF Jones & Stokes**
Address:	**1 Ada Suite 100, Irvine, CA 92618**
Contact Person:	**Peter Hardie**
Phone No.:	**949-333-6650**
Fax No.:	**949-333-6601**

Microphone:	Larson Davis	Type: 2559	Serial no: 2496	Sens:-37.83dB
Preamplifier	Larson Davis	Type: PRM828	Serial no: 1368	
Calibrator:	Larson Davis	Type: CAL200	Serial no: 6645	Level:113.94dB

Measured with Preamplifier

Measurement Results:

Calibration of sound level meter - ANSI S1.4 Clause 3.2	Passed
Level Linearity Test - According to ANSI S1.4-1983, Clause 6.9 & 6.10	Passed
Weighting Network Test: A Network - ANSI S1.4-1983 Clause 8.2.1	Passed
Weighting Network Test: C Network - According to ANSI S1.4-1983 Clause 8.2.1	Passed
F/S/I/Peak Test: Steady State Response - According to ANSI S1.4 1983 Clause 6.4	Passed
Fast-Slow Test: Overshoot test - According to ANSI S1.4 1983 Clause 8.4.1	Passed
Fast-Slow Test: Single Sine Wave Burst - ANSI S1.4 1983 Clause 8.4.1 & 8.4.3	Passed
Impulse Test: Continuous Sine Wave Burst - According to ANSI S1.4 1983 Clause 8.4.3	Passed
Impulse Test: Single Sine Wave Burst - According to ANSI S1.4 1983 Clause 8.4.1 & 8.4.3	Passed
Peak Detector Test, single square wave burst - According to ANSI S1.4 1983 Clause 8.4.4	Passed
RMS Detector Test: Crest Factor Test - According to ANSI S1.4-1983 Clause 8.4.2	Passed
RMS Detector Test: Continuous Sine Wave Burst - According to ANSI S1.4-1983 Clause 8.4.2	Passed
Time Averaging Test: Averaging Functions - ANSI S1.43 Clause 9.3.2	Passed
Linearity Test - ANSI S1.43 Clause 9.3.3	Passed
Summation of acoustic tests - ANSI S1.4 Clause 5 using Actuator	Passed

Environmental conditions:

Pressure:	Temperature:	Relative humidity:
100.055 kPa	22.5 °C	58.3 %RH

Date of calibration: 9/7/2011
Date of issue: 9/7/2011
Supervisor: Mariana Buzduga
Measurements performed by:

Kristen van Otterloo

Software version: 5.2a

Scantek, Inc.
6430 Dobbin Rd., Suite C, Columbia, MD 21045
Ph: 410-290-7726 eMail: callab@scantekinc.com

Test Report No.:24596

Manufacturer:	Larson Davis
Instrument type:	812
Serial no:	0432
Customer:	ICF Jones & Stokes
Department:	
Order No:	
Contact Person:	Peter Hardie
Address:	1 Ada Suite 100, Irvine, CA 92618

Environmental conditions:

Pressure:	100.055 kPa
Temperature:	22.5 °C
Relative humidity:	58.3 %RH

Supervisor	Mariana Buzduga
Engineer	Kristen van Otterloo
Date:	9/7/2011

Measurement Results:

Calibration of sound level meter - ANSI S1.4 Clause 3.2

```
Reference Calibrator: WSC4 - NOR1251-30878
Reference calibrator level: 113.97
Before calibration:
  Environmental corrections: 0.00
  Other corrections: 0.0
  Notional level: 113.97
Reference calibrator level before calibration: 114.0
After calibration:
  Environmental corrections: 0.00
  Other corrections: 0.0
  Notional level: 113.97
Reference calibrator level after calibration: 114.0
Associated Calibrator: Larson Davis - CAL200 - 6645
Associated calibrator level: 113.94
Initial level check:
  Environmental corrections before calibration: 0.00
  Other corrections: 0.0
  Notional level: 113.94
Indicated level before calibration: 113.9
Final level statement:
  Environmental corrections after calibration: 0.00
  Other corrections: 0.0
  Notional level: 113.94
Indicated level after calibration: 113.9
This value shall be used for adjusting the sound level meter in the future.
Test Passed
```

Level Linearity Test - According to ANSI S1.4-1983, Clause 6.9 & 6.10

The SLM is set to the reference range and the signal generator is adjusted to give a reading equal to the reference level (Normally 94dB.) The test signal is increased to give a reading equal to FSD. The generator is lowered in 1 dB step until the lower limit of the reference range is reached. The Fast SPL value is measured. The error is measured relative to 94 dB, in the last one dB step and the max error in a floating 10 dB window.

Nom. Value (dB)	Meas. Value (dB)	Tolerance limits (dB)	Error in the last 1dB (dB)		Max Error in the last 10dB (dB)		Error Rel. to ref. level (dB)	
Measured at 31.5 Hz								
104.0	104.0	0.2/0.4/0.7	0.0	P	0.0	P	0.0	P
105.0	105.0	0.2/0.4/0.7	0.0	P	0.0	P	0.0	P
106.0	106.0	0.2/0.4/0.7	0.0	P	0.0	P	0.0	P
107.0	107.1	0.2/0.4/0.7	0.1	P	0.1	P	0.1	P
108.0	108.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
109.0	109.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
110.0	110.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
111.0	111.0	0.2/0.4/0.7	-0.1	P	0.1	P	0.0	P
112.0	112.0	0.3/1.0/1.0	0.0	P	0.1	P	0.0	P

Level Linearity Test - According to ANSI S1.4-1983, Clause 6.9 & 6.10

Nom. Value (dB)	Meas. Value (dB)	Tolerance limits (dB)	Error in the last 1dB (dB)		Max Error in the last 10dB (dB)		Error Rel. to ref. level (dB)	
113.0	113.0	0.3/1.0/1.0	0.0	P	0.1	P	0.0	P
114.0	113.9	0.3/1.0/1.0	-0.1	P	0.2	P	-0.1	P
115.0	114.9	0.3/1.0/1.0	0.0	P	0.2	P	-0.1	P
116.0	115.9	0.3/1.0/1.0	0.0	P	0.2	P	-0.1	P
117.0	116.9	0.3/1.0/1.0	0.0	P	0.2	P	-0.1	P
118.0	117.9	0.3/1.0/1.0	0.0	P	0.2	P	-0.1	P
119.0	119.0	0.3/1.0/1.0	0.1	P	0.2	P	0.0	P
120.0	120.0	0.3/1.0/1.0	0.0	P	0.1	P	0.0	P
121.0	121.1	0.3/1.0/1.0	0.1	P	0.2	P	0.1	P
122.0	122.1	0.3/1.0/1.0	0.0	P	0.2	P	0.1	P
123.0	123.1	0.3/1.0/1.0	0.0	P	0.2	P	0.1	P
124.0	124.1	0.3/1.0/1.0	0.0	P	0.2	P	0.1	P
125.0	125.1	0.3/1.0/1.0	0.0	P	0.2	P	0.1	P
126.0	126.1	0.3/1.0/1.0	0.0	P	0.2	P	0.1	P
104.0	104.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
103.0	103.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
102.0	101.9	0.2/0.4/0.7	-0.1	P	0.2	P	-0.1	P
101.0	100.9	0.2/0.4/0.7	0.0	P	0.2	P	-0.1	P
100.0	99.9	0.2/0.4/0.7	0.0	P	0.2	P	-0.1	P
99.0	99.0	0.2/0.4/0.7	0.1	P	0.2	P	0.0	P
98.0	98.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
97.0	97.1	0.2/0.4/0.7	0.1	P	0.2	P	0.1	P
96.0	96.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
95.0	95.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
94.0	94.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
93.0	93.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
92.0	92.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
91.0	91.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
90.0	90.0	0.2/0.4/0.7	-0.1	P	0.1	P	0.0	P
89.0	89.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
88.0	88.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
87.0	87.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
86.0	86.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
85.0	85.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
84.0	84.1	0.2/0.4/0.7	0.1	P	0.1	P	0.1	P
83.0	83.2	0.2/0.4/0.7	0.1	P	0.2	P	0.2	P
82.0	82.3	0.2/0.4/0.7	0.1	P	0.3	P	0.3	P
81.0	81.3	0.2/0.4/0.7	0.0	P	0.3	P	0.3	P
80.0	80.3	0.2/0.4/0.7	0.0	P	0.3	P	0.3	P
79.0	79.3	0.2/0.4/0.7	0.0	P	0.3	P	0.3	P
78.0	78.3	0.2/0.4/0.7	0.0	P	0.3	P	0.3	P
77.0	77.3	0.2/0.4/0.7	0.0	P	0.3	P	0.3	P
76.0	76.1	0.2/0.4/0.7	-0.2	P	0.2	P	0.1	P
75.0	75.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
74.0	74.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
73.0	73.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
72.0	72.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
71.0	71.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
70.0	70.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
69.0	69.3	0.2/0.4/0.7	0.2	P	0.2	P	0.3	P
68.0	68.3	0.2/0.4/0.7	0.0	P	0.2	P	0.3	P
67.0	67.3	0.2/0.4/0.7	0.0	P	0.2	P	0.3	P
66.0	66.3	0.2/0.4/0.7	0.0	P	0.2	P	0.3	P
65.0	65.3	0.2/0.4/0.7	0.0	P	0.2	P	0.3	P
64.0	64.3	0.2/0.4/0.7	0.0	P	0.2	P	0.3	P

Level Linearity Test - According to ANSI S1.4-1983, Clause 6.9 & 6.10

Nom. Value (dB)	Meas. Value (dB)	Tolerance limits (dB)	Error in the last 1dB (dB)		Max Error in the last 10dB (dB)		Error Rel. to ref. level (dB)	
63.0	63.1	0.2/0.4/0.7	-0.2	P	0.2	P	0.1	P
62.0	62.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
61.0	61.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
60.0	60.0	0.2/0.4/0.7	-0.1	P	0.3	P	0.0	P
59.0	59.0	0.2/0.4/0.7	0.0	P	0.3	P	0.0	P
58.0	58.0	0.2/0.4/0.7	0.0	P	0.3	P	0.0	P
57.0	57.1	0.2/0.4/0.7	0.1	P	0.3	P	0.1	P
56.0	56.1	0.2/0.4/0.7	0.0	P	0.3	P	0.1	P
55.0	55.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
54.0	54.3	0.2/0.4/0.7	0.2	P	0.3	P	0.3	P
53.0	53.3	0.2/0.4/0.7	0.0	P	0.3	P	0.3	P
52.0	52.3	0.2/0.4/0.7	0.0	P	0.3	P	0.3	P
51.0	51.3	0.2/0.4/0.7	0.0	P	0.3	P	0.3	P
50.0	50.3	0.2/0.4/0.7	0.0	P	0.3	P	0.3	P
49.0	49.3	0.2/0.4/0.7	0.0	P	0.2	P	0.3	P
48.0	48.1	0.2/0.4/0.7	-0.2	P	0.2	P	0.1	P
47.0	47.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
46.0	46.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
45.0	45.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
44.0	44.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
43.0	43.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
42.0	42.3	0.2/0.4/0.7	0.2	P	0.2	P	0.3	P
41.0	41.3	0.2/0.4/0.7	0.0	P	0.2	P	0.3	P
40.0	40.4	0.2/0.4/0.7	0.1	P	0.3	P	0.4	P
39.0	39.4	0.2/0.4/0.7	0.0	P	0.3	P	0.4	P
38.0	38.5	0.2/0.4/0.7	0.1	P	0.4	P	0.5	P
37.0	37.3	0.2/0.4/0.7	-0.2	P	0.4	P	0.3	P
36.0	36.5	0.2/0.4/0.7	0.2	P	0.4	P	0.5	P
Measured at 1000 Hz								
104.0	104.0	0.2/0.4/0.7	0.0	P	0.0	P	0.0	P
105.0	105.0	0.2/0.4/0.7	0.0	P	0.0	P	0.0	P
106.0	106.1	0.2/0.4/0.7	0.1	P	0.1	P	0.1	P
107.0	107.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
108.0	108.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
109.0	109.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
110.0	110.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
111.0	111.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
112.0	112.1	0.3/1.0/1.0	0.0	P	0.1	P	0.1	P
113.0	113.0	0.3/1.0/1.0	-0.1	P	0.1	P	0.0	P
114.0	114.0	0.3/1.0/1.0	0.0	P	0.1	P	0.0	P
115.0	115.0	0.3/1.0/1.0	0.0	P	0.1	P	0.0	P
116.0	116.0	0.3/1.0/1.0	0.0	P	0.1	P	0.0	P
117.0	116.9	0.3/1.0/1.0	-0.1	P	0.2	P	-0.1	P
118.0	118.0	0.3/1.0/1.0	0.1	P	0.2	P	0.0	P
119.0	119.0	0.3/1.0/1.0	0.0	P	0.2	P	0.0	P
120.0	120.1	0.3/1.0/1.0	0.1	P	0.2	P	0.1	P
121.0	121.1	0.3/1.0/1.0	0.0	P	0.2	P	0.1	P
122.0	122.1	0.3/1.0/1.0	0.0	P	0.2	P	0.1	P
123.0	123.1	0.3/1.0/1.0	0.0	P	0.2	P	0.1	P
124.0	124.1	0.3/1.0/1.0	0.0	P	0.2	P	0.1	P
125.0	125.1	0.3/1.0/1.0	0.0	P	0.2	P	0.1	P
126.0	126.1	0.3/1.0/1.0	0.0	P	0.2	P	0.1	P
127.0	127.0	0.3/1.0/1.0	-0.1	P	0.1	P	0.0	P
128.0	128.0	0.3/1.0/1.0	0.0	P	0.1	P	0.0	P
129.0	129.0	0.3/1.0/1.0	0.0	P	0.1	P	0.0	P

Level Linearity Test - According to ANSI S1.4-1983, Clause 6.9 & 6.10

Nom. Value (dB)	Meas. Value (dB)	Tolerance limits (dB)	Error in the last 1dB (dB)		Max Error in the last 10dB (dB)		Error Rel. to ref. level (dB)	
104.0	104.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
103.0	103.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
102.0	102.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
101.0	101.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
100.0	100.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
99.0	99.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
98.0	98.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
97.0	97.1	0.2/0.4/0.7	0.1	P	0.1	P	0.1	P
96.0	96.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
95.0	95.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
94.0	94.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
93.0	93.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
92.0	92.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
91.0	91.0	0.2/0.4/0.7	-0.1	P	0.1	P	0.0	P
90.0	90.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
89.0	89.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
88.0	87.9	0.2/0.4/0.7	-0.1	P	0.2	P	-0.1	P
87.0	86.9	0.2/0.4/0.7	0.0	P	0.2	P	-0.1	P
86.0	86.0	0.2/0.4/0.7	0.1	P	0.2	P	0.0	P
85.0	85.0	0.2/0.4/0.7	0.0	P	0.2	P	0.0	P
84.0	84.1	0.2/0.4/0.7	0.1	P	0.2	P	0.1	P
83.0	83.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
82.0	82.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
81.0	81.3	0.2/0.4/0.7	0.2	P	0.4	P	0.3	P
80.0	80.3	0.2/0.4/0.7	0.0	P	0.4	P	0.3	P
79.0	79.3	0.2/0.4/0.7	0.0	P	0.4	P	0.3	P
78.0	78.1	0.2/0.4/0.7	-0.2	P	0.3	P	0.1	P
77.0	77.1	0.2/0.4/0.7	0.0	P	0.3	P	0.1	P
76.0	76.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
75.0	75.0	0.2/0.4/0.7	-0.1	P	0.3	P	0.0	P
74.0	74.0	0.2/0.4/0.7	0.0	P	0.3	P	0.0	P
73.0	73.0	0.2/0.4/0.7	0.0	P	0.3	P	0.0	P
72.0	72.0	0.2/0.4/0.7	0.0	P	0.3	P	0.0	P
71.0	71.0	0.2/0.4/0.7	0.0	P	0.3	P	0.0	P
70.0	70.1	0.2/0.4/0.7	0.1	P	0.1	P	0.1	P
69.0	69.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
68.0	68.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
67.0	67.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
66.0	66.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
65.0	65.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
64.0	64.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
63.0	63.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
62.0	62.0	0.2/0.4/0.7	-0.1	P	0.1	P	0.0	P
61.0	61.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
60.0	59.9	0.2/0.4/0.7	-0.1	P	0.2	P	-0.1	P
59.0	58.9	0.2/0.4/0.7	0.0	P	0.2	P	-0.1	P
58.0	57.9	0.2/0.4/0.7	0.0	P	0.2	P	-0.1	P
57.0	57.0	0.2/0.4/0.7	0.1	P	0.2	P	0.0	P
56.0	56.0	0.2/0.4/0.7	0.0	P	0.2	P	0.0	P
55.0	55.0	0.2/0.4/0.7	0.0	P	0.2	P	0.0	P
54.0	54.1	0.2/0.4/0.7	0.1	P	0.2	P	0.1	P
53.0	53.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
52.0	52.3	0.2/0.4/0.7	0.2	P	0.4	P	0.3	P
51.0	51.1	0.2/0.4/0.7	-0.2	P	0.4	P	0.1	P
50.0	50.1	0.2/0.4/0.7	0.0	P	0.4	P	0.1	P

Level Linearity Test - According to ANSI S1.4-1983, Clause 6.9 & 6.10

Nom. Value (dB)	Meas. Value (dB)	Tolerance limits (dB)	Error in the last 1dB (dB)		Max Error in the last 10dB (dB)		Error Rel. to ref. level (dB)	
49.0	49.1	0.2/0.4/0.7	0.0	P	0.3	P	0.1	P
48.0	48.1	0.2/0.4/0.7	0.0	P	0.3	P	0.1	P
47.0	47.0	0.2/0.4/0.7	-0.1	P	0.3	P	0.0	P
46.0	46.0	0.2/0.4/0.7	0.0	P	0.3	P	0.0	P
45.0	45.0	0.2/0.4/0.7	0.0	P	0.3	P	0.0	P
44.0	44.0	0.2/0.4/0.7	0.0	P	0.3	P	0.0	P
43.0	43.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
42.0	42.1	0.2/0.4/0.7	0.1	P	0.1	P	0.1	P
41.0	41.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
40.0	40.1	0.2/0.4/0.7	0.0	P	0.1	P	0.1	P
39.0	39.2	0.2/0.4/0.7	0.1	P	0.2	P	0.2	P
38.0	38.3	0.2/0.4/0.7	0.1	P	0.3	P	0.3	P
37.0	37.3	0.2/0.4/0.7	0.0	P	0.3	P	0.3	P
36.0	36.3	0.2/0.4/0.7	0.0	P	0.3	P	0.3	P
Measured at 8000 Hz								
104.0	103.9	0.2/0.4/0.7	0.0	P	0.0	P	-0.1	P
105.0	105.0	0.2/0.4/0.7	0.1	P	0.1	P	0.0	P
106.0	106.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
107.0	107.1	0.2/0.4/0.7	0.1	P	0.2	P	0.1	P
108.0	108.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
109.0	109.3	0.2/0.4/0.7	0.2	P	0.4	P	0.3	P
110.0	110.3	0.2/0.4/0.7	0.0	P	0.4	P	0.3	P
111.0	111.3	0.2/0.4/0.7	0.0	P	0.4	P	0.3	P
112.0	112.1	0.3/1.0/1.0	-0.2	P	0.4	P	0.1	P
113.0	113.1	0.3/1.0/1.0	0.0	P	0.4	P	0.1	P
114.0	114.1	0.3/1.0/1.0	0.0	P	0.3	P	0.1	P
115.0	115.1	0.3/1.0/1.0	0.0	P	0.3	P	0.1	P
116.0	116.1	0.3/1.0/1.0	0.0	P	0.2	P	0.1	P
117.0	117.1	0.3/1.0/1.0	0.0	P	0.2	P	0.1	P
118.0	118.1	0.3/1.0/1.0	0.0	P	0.2	P	0.1	P
119.0	119.3	0.3/1.0/1.0	0.2	P	0.2	P	0.3	P
120.0	120.3	0.3/1.0/1.0	0.0	P	0.2	P	0.3	P
121.0	121.4	0.3/1.0/1.0	0.1	P	0.3	P	0.4	P
122.0	122.4	0.3/1.0/1.0	0.0	P	0.3	P	0.4	P
123.0	123.4	0.3/1.0/1.0	0.0	P	0.3	P	0.4	P
124.0	124.4	0.3/1.0/1.0	0.0	P	0.3	P	0.4	P
125.0	125.4	0.3/1.0/1.0	0.0	P	0.3	P	0.4	P
126.0	126.3	0.3/1.0/1.0	-0.1	P	0.3	P	0.3	P
104.0	103.9	0.2/0.4/0.7	-0.1	P	0.4	P	-0.1	P
103.0	102.9	0.2/0.4/0.7	0.0	P	0.4	P	-0.1	P
102.0	101.9	0.2/0.4/0.7	0.0	P	0.4	P	-0.1	P
101.0	100.9	0.2/0.4/0.7	0.0	P	0.4	P	-0.1	P
100.0	99.9	0.2/0.4/0.7	0.0	P	0.2	P	-0.1	P
99.0	98.9	0.2/0.4/0.7	0.0	P	0.2	P	-0.1	P
98.0	97.9	0.2/0.4/0.7	0.0	P	0.1	P	-0.1	P
97.0	97.0	0.2/0.4/0.7	0.1	P	0.1	P	0.0	P
96.0	96.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
95.0	95.1	0.2/0.4/0.7	0.1	P	0.2	P	0.1	P
94.0	94.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
93.0	93.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
92.0	92.0	0.2/0.4/0.7	-0.1	P	0.2	P	0.0	P
91.0	91.0	0.2/0.4/0.7	0.0	P	0.2	P	0.0	P
90.0	90.0	0.2/0.4/0.7	0.0	P	0.2	P	0.0	P
89.0	88.9	0.2/0.4/0.7	-0.1	P	0.2	P	-0.1	P
88.0	87.9	0.2/0.4/0.7	0.0	P	0.2	P	-0.1	P

Level Linearity Test - According to ANSI S1.4-1983, Clause 6.9 & 6.10

Nom. Value (dB)	Meas. Value (dB)	Tolerance limits (dB)	Error in the last 1dB (dB)		Max Error in the last 10dB (dB)		Error Rel. to ref. level (dB)	
87.0	86.9	0.2/0.4/0.7	0.0	P	0.2	P	-0.1	P
86.0	85.9	0.2/0.4/0.7	0.0	P	0.2	P	-0.1	P
85.0	84.9	0.2/0.4/0.7	0.0	P	0.2	P	-0.1	P
84.0	84.0	0.2/0.4/0.7	0.1	P	0.1	P	0.0	P
83.0	83.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
82.0	82.1	0.2/0.4/0.7	0.1	P	0.2	P	0.1	P
81.0	81.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
80.0	80.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
79.0	79.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
78.0	78.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
77.0	77.0	0.2/0.4/0.7	-0.1	P	0.2	P	0.0	P
76.0	76.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
75.0	74.9	0.2/0.4/0.7	-0.1	P	0.2	P	-0.1	P
74.0	73.9	0.2/0.4/0.7	0.0	P	0.2	P	-0.1	P
73.0	72.9	0.2/0.4/0.7	0.0	P	0.2	P	-0.1	P
72.0	71.9	0.2/0.4/0.7	0.0	P	0.2	P	-0.1	P
71.0	71.0	0.2/0.4/0.7	0.1	P	0.2	P	0.0	P
70.0	70.0	0.2/0.4/0.7	0.0	P	0.2	P	0.0	P
69.0	69.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
68.0	68.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
67.0	67.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
66.0	66.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
65.0	65.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
64.0	64.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
63.0	62.9	0.2/0.4/0.7	-0.1	P	0.1	P	-0.1	P
62.0	61.9	0.2/0.4/0.7	0.0	P	0.1	P	-0.1	P
61.0	60.8	0.2/0.4/0.7	0.0	P	0.2	P	-0.2	P
60.0	59.8	0.2/0.4/0.7	0.0	P	0.2	P	-0.2	P
59.0	58.8	0.2/0.4/0.7	0.0	P	0.2	P	-0.2	P
58.0	57.8	0.2/0.4/0.7	0.0	P	0.2	P	-0.2	P
57.0	56.8	0.2/0.4/0.7	0.0	P	0.2	P	-0.2	P
56.0	55.9	0.2/0.4/0.7	0.1	P	0.2	P	-0.1	P
55.0	54.9	0.2/0.4/0.7	0.0	P	0.1	P	-0.1	P
54.0	53.9	0.2/0.4/0.7	0.0	P	0.1	P	-0.1	P
53.0	53.0	0.2/0.4/0.7	0.1	P	0.2	P	0.0	P
52.0	52.0	0.2/0.4/0.7	0.0	P	0.2	P	0.0	P
51.0	51.0	0.2/0.4/0.7	0.0	P	0.2	P	0.0	P
50.0	50.0	0.2/0.4/0.7	0.0	P	0.2	P	0.0	P
49.0	49.0	0.2/0.4/0.7	0.0	P	0.2	P	0.0	P
48.0	47.9	0.2/0.4/0.7	-0.1	P	0.1	P	-0.1	P
47.0	46.9	0.2/0.4/0.7	0.0	P	0.1	P	-0.1	P
46.0	45.9	0.2/0.4/0.7	0.0	P	0.1	P	-0.1	P
45.0	44.9	0.2/0.4/0.7	0.0	P	0.1	P	-0.1	P
44.0	43.9	0.2/0.4/0.7	0.0	P	0.1	P	-0.1	P
43.0	42.9	0.2/0.4/0.7	0.0	P	0.1	P	-0.1	P
42.0	41.9	0.2/0.4/0.7	0.0	P	0.1	P	-0.1	P
41.0	41.0	0.2/0.4/0.7	0.1	P	0.1	P	0.0	P
40.0	40.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
39.0	39.0	0.2/0.4/0.7	0.0	P	0.1	P	0.0	P
38.0	38.1	0.2/0.4/0.7	0.1	P	0.2	P	0.1	P
37.0	37.1	0.2/0.4/0.7	0.0	P	0.2	P	0.1	P
36.0	36.0	0.2/0.4/0.7	-0.1	P	0.2	P	0.0	P

Test Passed

Weighting Network Test: A Network - ANSI S1.4-1983 Clause 8.2.1

The frequency weighting networks test is performed with the SLM set to reference range. Reference frequency is 1000 Hz. The test signal is adjusted to give a full scale indication at 1000 Hz. The frequency of the test signal is increased in 1/3 octave steps from 10 Hz to 20 kHz. All applicable networks can be tested (I.E. A, B and C).

Freq	Ref.	Measured	Tolerance norm		Error	Result
		value	Upp.	Low.	Value	
(Hz)	(dB)	(dB)	(dB)	(dB)	(dB)	
31.6	88.6	88.8	1.5	-1.5	0.2	P
63.1	101.8	102.0	1.0	-1.0	0.2	P
125.9	111.9	112.4	1.0	-1.0	0.5	P
251.2	119.4	119.6	1.0	-1.0	0.2	P
501.2	124.8	125.2	1.0	-1.0	0.4	P
1000.0	128.0	128.2	1.0	-1.0	0.2	P
1995.3	129.2	129.4	1.0	-1.0	0.2	P
3981.1	129.0	129.1	1.0	-1.0	0.1	P
7943.3	126.9	127.2	1.5	-3.0	0.3	P
12589.3	123.7	124.1	3.0	-6.0	0.4	P

Test Passed

Weighting Network Test: C Network - According to ANSI S1.4-1983 Clause 8.2.1

The frequency weighting networks test is performed with the SLM set to reference range. Reference frequency is 1000 Hz. The test signal is adjusted to give a full scale indication at 1000 Hz. The frequency of the test signal is increased in 1/3 octave steps from 10 Hz to 20 kHz. All applicable networks can be tested (I.E. A, B and C).

Freq	Ref.	Measured	Tolerance norm		Error	Result
		value	Upp.	Low.	Value	
(Hz)	(dB)	(dB)	(dB)	(dB)	(dB)	
31.6	125.0	124.9	1.5	-1.5	-0.1	P
63.1	127.2	127.1	1.0	-1.0	-0.1	P
125.9	127.8	127.8	1.0	-1.0	0.0	P
251.2	128.0	128.0	1.0	-1.0	0.0	P
501.2	128.0	128.0	1.0	-1.0	0.0	P
1000.0	128.0	128.0	1.0	-1.0	0.0	P
1995.3	127.8	127.8	1.0	-1.0	0.0	P
3981.1	127.2	127.3	1.0	-1.0	0.1	P
7943.3	125.0	125.3	1.5	-3.0	0.3	P
12589.3	121.8	122.1	3.0	-6.0	0.3	P

Test Passed

F/S/I/Peak Test: Steady State Response - According to ANSI S1.4 1983 Clause 6.4

A continuous sine wave is applied and adjusted to give an indication of 94.0 dB with time constant F(ast). The instrument is set to S(low) and I(mpulse), if applicable. The indication shall not differ more than 0.1 dB for type 0,1,2 instruments and 0.2 for type 3 instruments.

Time Const.	Norm Value (dB)	Measured Value (dB)	Tol. limit (dB)	Error Value (dB)	
Fast	104.0	104.0	0.1	0.0	P
Slow	104.0	104.0	0.1	0.0	P
Imp.	104.0	104.1	0.1	0.1	P

Test Passed

Fast-Slow Test: Overshoot test - According to ANSI S1.4 1983 Clause 8.4.1

The overshoot is tested by applying a sine wave that step (sudden increase) in amplitude by 20 dB. The steady end response shall give a signal 4 dB below the upper limit of primary indicator range. The difference between the maximum value and the end value tells the overshoot. Both F(ast) and S(low) time constants are tested.

Time Const.	Ref.- Value (dB)	Measured Value (dB)	Tolerance norm (dB)	Overshoot (dB)	Error
Fast	108.0	108.1	1.1	0.1	P
Slow	108.0	107.9	1.6	-0.1	P
Fast	68.0	68.0	1.1	0.0	P
Slow	68.0	67.8	1.6	-0.2	P

Test Passed

Fast-Slow Test: Single Sine Wave Burst - ANSI S1.4 1983 Clause 8.4.1 & 8.4.3

A continuous sine wave is applied to the SLM and adjusted to give an indication 4 dB below upper limit of the primary indicator range. Then onset transient characteristics are tested using a single sine wave burst with an amplitude equal to the continuous signal and a duration of T(ms). The test is repeated at a level 24 dB below the upper limit of the primary indicator range.

Time Constant	Burst Duration (ms)	Ref. Value (dB)	Measured Value (dB)	Tolerance Value (dB)		Error Value (dB)	
Fast	200.0	107.0	106.4	1.0	-1.0	-0.6	P
Slow	500.0	103.9	103.4	1.0	-1.0	-0.5	P
Fast	200.0	67.0	66.5	1.0	-1.0	-0.5	P
Slow	500.0	63.9	63.5	1.0	-1.0	-0.4	P

Test Passed

Impulse Test: Continuous Sine Wave Burst - According to ANSI S1.4 1983 Clause 8.4.3

A continuous sine wave signal is adjusted to give a FSD indication at the reference range. A continuous sine wave burst with the same amplitude as the continuous signal is used as a test signal. The repetition rate of the burst is 100 Hz, 20 Hz, and 2 Hz. The I(mpulse) indication is measured at various repetition rates of the burst signal (100 Hz, 20 Hz, and 2 Hz). At a repetition rate of 2 Hz the signal amplitude is increased by 5dB. The indication shall increase respectively with a tolerance of ±1.0 dB. The test is repeated 20 dB below FSD. The flattest weighting network available is used for this test.

Repetition Frequency (Hz)		Ref. Value (dB)	Measured Value (dB)	Tolerance norm (dB)	Error Value (dB)	
100		109.3	109.3	1.0	0.0	P
20		104.4	104.3	2.0	-0.1	P
2		103.2	102.5	2.0	-0.7	P
2	+5dB	107.5	107.4	1.0	-0.1	P
100		69.3	69.3	1.0	0.0	P
20		64.4	64.3	2.0	-0.1	P
2		63.2	62.6	2.0	-0.6	P
2	+5dB	67.6	67.6	1.0	0.0	P

Test Passed

Impulse Test: Single Sine Wave Burst - According to ANSI S1.4 1983 Clause 8.4.1 & 8.4.3

Burst Duration (ms)		Ref. Value (dB)	Measured Value (dB)	Tolerance norm (dB)	Error Value (dB)	
20.0		108.4	107.8	1.5	-0.6	P
5.0		103.2	102.5	2.0	-0.7	P
2.0		99.4	98.8	2.0	-0.6	P
2.0	+10dB	108.8	109.0	1.0	0.2	P
20.0		68.4	67.9	1.5	-0.5	P
5.0		63.2	62.6	2.0	-0.6	P
2.0		59.4	58.8	2.0	-0.6	P
2.0	+10dB	68.8	69.0	1.0	0.2	P

Test Passed

Peak Detector Test, single square wave burst - According to ANSI S1.4 1983 Clause 8.4.4

Pulse Duration	Pulse Polarity	Ref. Value (dB)	Measured Value (dB)	Tolerance Value (dB)	Error (dB)	
10ms	+	111.0	111.2	2.0	0.2	P
0.1ms	+	111.0	110.6	2.0	-0.4	P
10ms	-	111.0	111.1	2.0	0.1	P
0.1ms	-	111.0	110.6	2.0	-0.4	P

The results have been compensated for the impulse response of the C-weighting network.
Test Passed

RMS Detector Test: Crest Factor Test - According to ANSI S1.4-1983 Clause 8.4.2

The SLM is set to reference range. A continuous square wave with CF=1 is applied and adjusted to give an indication 2 dB below upper limit of primary indicator range. The duration of the square wave pulses is kept constant at 200 µs and rise time less than 10µs. The RMS value of the signal is kept constant while the crest factor (CF) is increased from 1 to 10. The test is performed both for positive and negative going test signals.

Crest Factor	Ref. Value (dB)	Meas. Value (dB)	Tol. norm (dB)	Error Value (dB)	
Positive Pulses					
3.0	110.0	110.0	0.5	0.0	P
5.0	110.0	110.4	1.5	0.4	P
10.0	110.0	110.3	1.5	0.3	P
Negative Pulses					
3.0	110.0	110.0	0.5	0.0	P
5.0	110.0	110.4	1.5	0.4	P
10.0	110.0	110.3	1.5	0.3	P
Positive Pulses					
3.0	70.0	70.5	0.5	0.5	P
5.0	70.0	70.6	1.5	0.6	P
10.0	70.0	70.5	1.5	0.5	P
Negative Pulses					
3.0	70.0	70.5	0.5	0.5	P
5.0	70.0	70.5	1.5	0.5	P
10.0	70.0	70.4	1.5	0.4	P

Test Passed

RMS Detector Test: Continuous Sine Wave Burst - According to ANSI S1.4-1983 Clause 8.4.2

The instrument is set to time constant Slow. A continuous sine wave (2kHz) is applied to the SLM and adjusted to give an indication 2 dB below upper limit of the primary indicator range. The signal is replaced by a sequence of tone bursts with a repetition rate of 40Hz. The RMS level of the signal is kept constant while the crest factor is increased from 1 to 10.

Test signal: Continuous sine wave burst with repetition rate of 40Hz

Crest Factor	Ref. Value (dB)	Meas. Value (dB)	Tolerance norm (dB)	Error Value (dB)	
3	110.0	109.9	0.5	-0.1	P
5	110.0	110.1	1.5	0.1	P
10	110.0	110.1	1.5	0.1	P
3	70.0	70.1	0.5	0.1	P
5	70.0	70.3	1.5	0.3	P
10	70.0	70.1	1.5	0.1	P

Test Passed

Time Averaging Test: Averaging Functions - ANSI S1.43 Clause 9.3.2

The SLM is set to the reference range. The signal generator is adjusted to give a 4 kHz sine wave with an rms level equal to 20dB above the bottom end of the Linearity range. The sine wave is replaced by a sequence of tone burst with the same frequency. The burst duty factor (the distance between each burst) is increased, while the amplitude is increased to keep the same equivalent rms level. The measurement time is 100 sec for type 0 (and manually controlled) instruments and 10 sec for all other instruments.

Burst Duration (ms)	Ref. Value (dB)	Tolerance norm (dB)	Value (LeqA) (dB)	Error Value (dB)		Value (SEL) (dB)	Error Value (dB)	
10000.0	60.0	0.5	60.1	0.1	P	80.1	0.1	P
1000.0	60.0	0.5	60.0	0.0	P	80.0	0.0	P
100.0	60.0	1.0	59.7	-0.3	P	79.7	-0.3	P
10.0	60.0	1.0	59.5	-0.5	P	79.5	-0.5	P
2min	60.0	1.0	60.0	0.0	P	80.8	0.0	P

Test Passed

Linearity Test - ANSI S1.43 Clause 9.3.3

Int. Time (sec.)	Ref. Value (dB)	Meas. Value (dB)	Tolerance norm (dB)	Error Value (dB)		Meas. Value (dB)	Tolerance norm (dB)	Error Value (dB)	
10	104.0	104.0	0.4	0.0	P	114.0	0.4	0.0	P
10	130.0	130.1	0.7	0.1	P	140.1	0.7	0.1	P
10	41.0	41.1	0.7	0.1	P	51.1	0.7	0.1	P

The lower test level is increased 1.0dB due to self noise in the test system.
Test Passed

Summation of acoustic tests - ANSI S1.4 Clause 5 using Actuator

The microphone data are measured using electrostatic actuator.

SLM: A-Weighted results

Freq. (Hz)	SLM (dB)	Mic. (dB)	CR. (dB)	WS. (dB)	Tol. (dB)	Dev. (dB)
31.5	-39.4	0.0	0.0		+-1.5	0.0
63	-26.2	0.0	0.0		+-1.5	0.0
125	-15.8	-0.1	0.0		+-1.0	0.2
250	-8.6	-0.1	0.0		+-1.0	-0.1
500	-3.0	-0.1	0.0		+-1.0	0.1
1 k	0.0	-0.1	0.0		+-1.0	-0.1
2 k	1.2	-0.2	0.0		+-1.0	-0.2
4 k	0.9	-0.3	0.0		+-1.0	-0.4
8 k	-1.0	-0.5	0.0		+1.5,-3	-0.4
12.5 k	-4.1	-0.9	0.0		+3,-6	-0.7

SLM: C-Weighted results

Freq. (Hz)	SLM (dB)	Mic. (dB)	CR. (dB)	WS. (dB)	Tol. (dB)	Dev. (dB)
31.5	-3.1	0.0	0.0		+-1.5	-0.1
63	-0.9	0.0	0.0		+-1.5	-0.1
125	-0.2	-0.1	0.0		+-1.0	-0.1
250	0.0	-0.1	0.0		+-1.0	-0.1
500	0.0	-0.1	0.0		+-1.0	-0.1

Summation of acoustic tests - ANSI S1.4 Clause 5 using Actuator

1 k	0.0	-0.1	0.0	+-1.0	-0.1
2 k	-0.2	-0.2	0.0	+-1.0	-0.2
4 k	-0.7	-0.3	0.0	+-1.0	-0.2
8 k	-2.7	-0.5	0.0	+1.5,-3	-0.2
12.5 k	-5.9	-0.9	0.0	+3,-6	-0.6

Test Passed

The overall frequency response of the sound level meter, nominal case reflections and microphone has shown to conform with the requirements in §6 of the ANSI S1.4 for a type 1 sound level meter.

KVO

Scantek, Inc.
CALIBRATION LABORATORY

ISO 17025: 2005, ANSI/NCSL Z540:1994 Part 1
ACCREDITED by NVLAP (an ILAC and APLAC signatory)

NVLAP®

NVLAP Lab Code: 200625-0

Calibration Certificate No.24597

Instrument: **Microphone**
Model: **2559**
Manufacturer: **Larson Davis**
Serial number: **2496**

Date Calibrated: **9/7/2011** *Cal Due:*

Status:	**Received**	**Sent**
In tolerance:	X	X
Out of tolerance:		
See comments:		

Contains non-accredited tests: **__Yes _X_ No**

Customer: **ICF Jones & Stokes**
Tel/Fax: **949-333-6650/949-333-6601**

Address: **1 Ada Suite 100, Irvine, CA 92618**

Tested in accordance with the following procedures and standards:
Procedure for Calibration of Measurement Microphones, Scantek Inc., Rev. 11/30/2010

Instrumentation used for calibration: N-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence Cal. Lab / Accreditation	Cal. Due
483B-Norsonic	SME Cal Unit	25747	Jul 1, 2011	Scantek, Inc./ NVLAP	Jul 1, 2012
DS-360-SRS	Function Generator	61646	Nov 13, 2009	ACR Env. / A2LA	Nov 13, 2011
34401A-Agilent Technologies	Digital Multimeter	MY41022043	Nov 17, 2010	ACR Env. / A2LA	Nov 17, 2011
DPI 141-Druck	Pressure Indicator	790/00-04	Dec 13, 2010	ACR Env. / A2LA	Dec 13, 2012
HMP233-Vaisala Oyj	Humidity & Temp. Transmitter	V3820001	Jul 29, 2011	Vaisala / A2LA	Jul 29, 2012
PC Program 1017 Norsonic	Calibration software	v.5.0	Validated July 2009	-	-
1253-Norsonic	Calibrator	28326	Dec 6, 2010	Scantek, Inc./ NVLAP	Dec 6, 2011
1203-Norsonic	Preamplifier	14059	Jan 5, 2011	Scantek, Inc./ NVLAP	Jan 5, 2012
4180-Brüel&Kjær	Microphone	2246115	Dec 14, 2009	NPL (UK) / UKAS	Dec 14, 2011

Instrumentation and test results are traceable to SI - BIPM through standards maintained by NPL (UK) and NIST (USA)

Calibrated by	Kristen van Otterloo	Checked by	Mariana Buzduga
Signature	Kristen van Otterloo	Signature	
Date	9/7/2011	Date	9/7/2011

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This Calibration Certificate or Test Reports shall not be used to claim product certification, approval or endorsement by NVLAP, NIST, or any agency of the federal government.

Results summary: Device was tested and complies with following clauses of mentioned specifications:

CLAUSES / METHODS[1] FROM PROCEDURES		MET[2,3]	NOT MET	NOT TESTED	MEASUREMENT EXPANDED UNCERTAINTY (coverage factor 2)
Open circuit sensitivity (insert voltage method, 250 Hz);		X			See below
Frequency response	Actuator response	X			63 – 200 Hz: 0.3 dB 200 – 8000 Hz: 0.2 dB 8 – 10 kHz: 0.5 dB 10 – 20 kHz: 0.7 dB 20 – 50 kHz: 0.9 dB 50 – 100 kHz: 1.2 dB
	FF/Diffuse field responses	X			63 – 200 Hz: 0.3 dB 200 – 4000 Hz: 0.2 dB 4 – 10 kHz: 0.6 dB 10 – 20 kHz: 0.9 dB 20 – 50 kHz: 2.2 dB 50 – 100 kHz: 4.4 dB
	Scantek, Inc. acoustical method			X	31.5 – 125 Hz: 0.16 dB 250, 1000 Hz: 0.12 dB 2 – 8 kHz: 0.8 dB 12.5 – 16 kHz: 2.4 dB

[1] The results of this calibration apply only to the instrument type with serial number identified in this report.

[2] Parameters are certified at actual environmental conditions.

[3] The tests marked with (*) are not covered by the current NVLAP accreditation.

Note: The free field/diffuse field characteristics were calculated based on the measured actuator response and adjustment coefficients as provided by the manufacturer. The uncertainties reported for these characteristics may include assumed uncertainty components for the adjustment coefficients.

Comments: The instrument was tested and met all specifications found in the referenced procedures.

Environmental conditions:

Temperature (°C)	Barometric pressure (kPa)	Relative Humidity (%)
22.8 ± 1.1	100.06 ± 0.003	65.9 ± 4.6

Main measured parameters:

Tone frequency (Hz)	Measured[4]/Acceptable Open circuit sensitivity (dB)	Sensitivity (mV/Pa)
250	-37.83 ± 0.12/ -37.8 ± 1.1	12.84

[4] The reported expanded uncertainty is calculated with a coverage factor k=2.00

Tests made with following attachments to instrument and auxiliary devices:

	Grid as actuator
X	Actuator type: G.R.A.S. RA 0014
	Coupler type: G.R.A.S. 51 AB

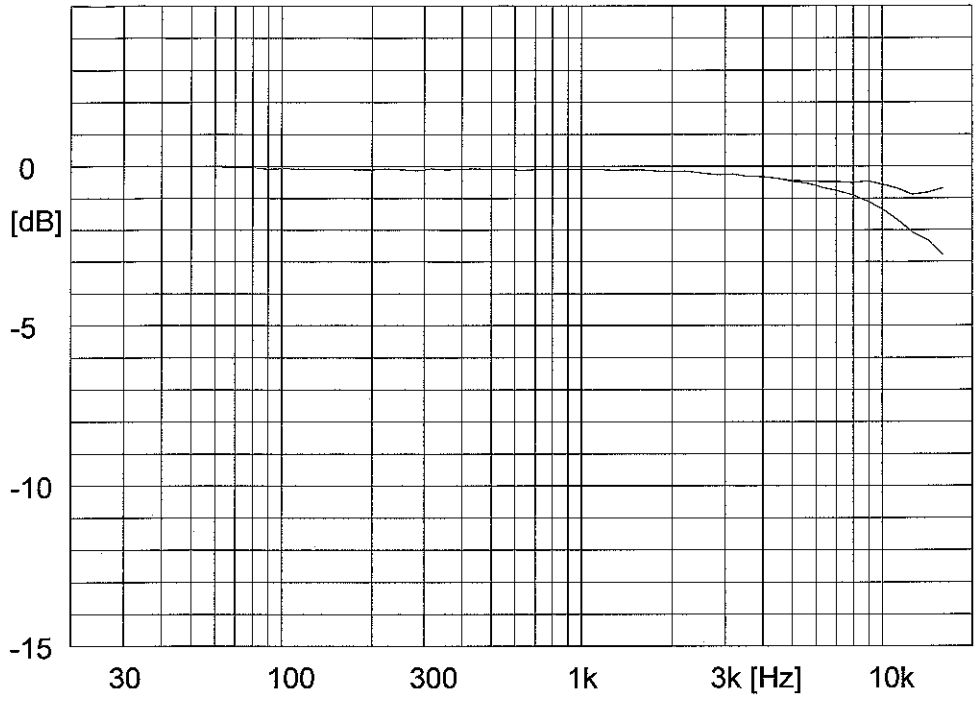
Measured Data: Found on Microphone Test Report # 24597 of one page.

Place of Calibration: Scantek, Inc.
6430 Dobbin Road, Suite C
Columbia, MD 21045 USA

Ph/Fax: 410-290-7726/ -9167
callab@scantekinc.com

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Microphone Test Report No.:24597



Larson Davis
Type: 2559

Serial no: 2496

Sensitivity: 12.84 mV/Pa
-37.83 ±0.12 dB re. 1 V/Pa

Date: 9/7/2011

Signature: Kuo

Measurement conditions:

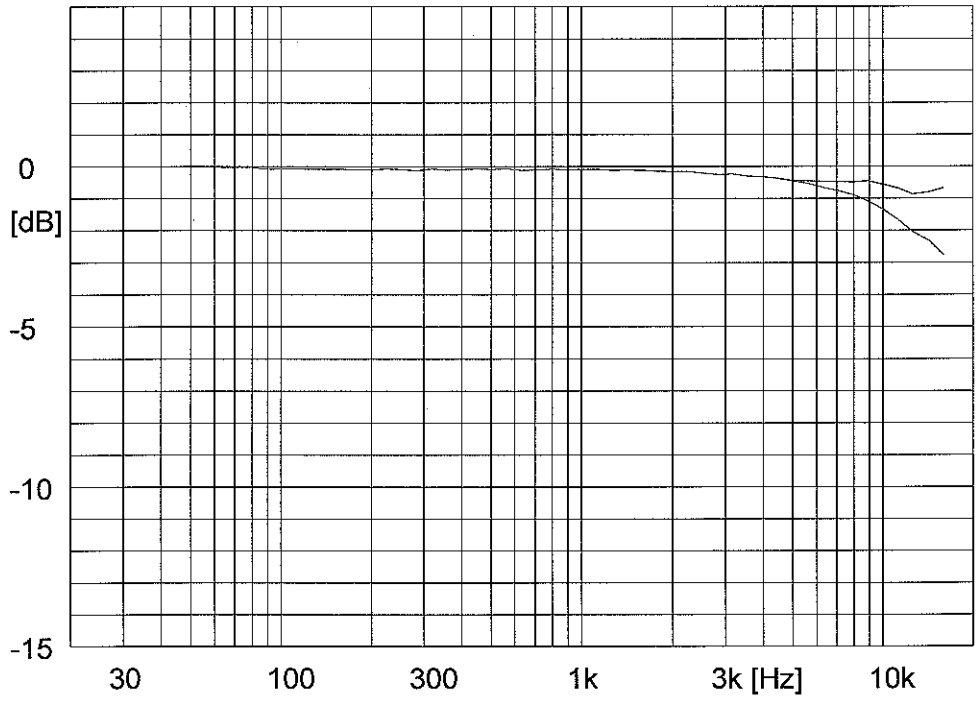
Polarisation voltage:	200.0 V
Pressure:	100.06 ±0.00 kPa
Temperature:	22.8 ±1.1 °C
Relative humidity:	65.9 ±4.6 %RH

Results are normalized to the reference conditions.

Diffuse field response
Pressure (Actuator) response

Scantek, Inc.
6430 Dobbin Rd., Suite C, Columbia, MD 21045
Ph: 410-290-7726 eMail: callab@scantekinc.com

Microphone Test Report No.:24597



Larson Davis
Type: 2559

Serial no: 2496

Sensitivity: 12.84 mV/Pa
-37.83 ±0.12 dB re. 1 V/Pa

Date: 9/7/2011

Signature: Kuo

Measurement conditions:

Polarisation voltage:	200.0 V
Pressure:	100.06 ±0.00 kPa
Temperature:	22.8 ±1.1 °C
Relative humidity:	65.9 ±4.6 %RH

Results are normalized to the reference conditions.

Diffuse field response
Pressure (Actuator) response

Scantek, Inc.
6430 Dobbin Rd., Suite C, Columbia, MD 21045
Ph: 410-290-7726 eMail: callab@scantekinc.com

Comment:

Scantek, Inc.
CALIBRATION LABORATORY

ISO 17025: 2005, ANSI/NCSL Z540:1994 Part 1
ACCREDITED by NVLAP (an ILAC and APLAC signatory)

NVLAP®
NVLAP Lab Code: 200625-0

Calibration Certificate No.24600

Instrument:	**Acoustical Calibrator**	*Date Calibrated:* **9/6/2011**	*Cal Due:*		
Model:	**CAL200**	*Status:*	**Received**	**Sent**
Manufacturer:	**Larson Davis**	*In tolerance:*	**X**	**X**
Serial number:	**6645**	*Out of tolerance:*		
Class (IEC 60942):	**1**	*See comments:*		
Barometer type:		*Contains non-accredited tests:*	**__Yes _X_ No**	
Barometer s/n:				

Customer:	**ICF Jones & Stokes**	*Address:*	**1 Ada Suite 100,**
Tel/Fax:	**949-333-6650 / 949-333-6601**		**Irvine, CA 92618**

Tested in accordance with the following procedures and standards:
Calibration of Acoustical Calibrators, Scantek Inc., Rev. 10/1/2010

Instrumentation used for calibration: Nor-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence Cal. Lab / Accreditation	Cal. Due
483B-Norsonic	SME Cal Unit	25747	Jul 1, 2011	Scantek, Inc./ NVLAP	Jul 1, 2012
DS-360-SRS	Function Generator	61646	Nov 13, 2009	ACR Env. / A2LA	Nov 13, 2011
34401A-Agilent Technologies	Digital Multimeter	MY41022043	Nov 17, 2010	ACR Env. / A2LA	Nov 17, 2011
DPI 141-Druck	Pressure Indicator	790/00-04	Dec 13, 2010	ACR Env. / A2LA	Dec 13, 2012
8903A-HP	Audio Analyzer	2514A05691	Dec 1, 2010	ACR Env./ A2LA	Dec 1, 2013
HMP233-Vaisala Oyj	Humidity & Temp. Transmitter	V3820001	Jul 29, 2011	Vaisala / A2LA	Jul 29, 2012
PC Program 1018 Norsonic	Calibration software	v.5.0	Validated July 2009	-	
1253-Norsonic	Calibrator	28326	Dec 6, 2010	Scantek, Inc./ NVLAP	Dec 6, 2011
1203-Norsonic	Preamplifier	14059	Jan 5, 2011	Scantek, Inc./ NVLAP	Jan 5, 2012
4180-Brüel&Kjær	Microphone	2246115	Dec 14, 2009	NPL (UK) / UKAS	Dec 14, 2011

Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK)

Calibrated by	Kristen van Otterloo	Checked by	Mariana Buzduga
Signature	Kristen van Otterloo	Signature	
Date	9/6/2011	Date	9/7/2011

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Results summary: Device was tested and complies with following clauses of mentioned specifications:

CLAUSES[1] FROM STANDARDS REFERENCED IN PROCEDURES:	MET	NOT MET	COMMENTS
Manufacturer specifications			
Manufacturer specifications: Sound pressure level	X		
Manufacturer specifications: Frequency	X		
Manufacturer specifications: Total harmonic distortion	X		
Current standards			
ANSI S1.40:2006 B.3 / IEC 60942: 2003 B.2 - Preliminary inspection	X		
ANSI S1.40:2006 B.4.4 / IEC 60942: 2003 B.3.4 - Sound pressure level	X		
ANSI S1.40:2006 A.5.4 / IEC 60942: 2003 A.4.4 - Sound pressure level stability	-	-	
ANSI S1.40:2006 B.4.5 / IEC 60942: 2003 B.3.5 - Frequency	X		
ANSI S1.40:2006 B.4.6 / IEC 60942: 2003 B.3.6 - Total harmonic distortion	X		

[1] The results of this calibration apply only to the instrument type with serial number identified in this report.

[2] The tests marked with (*) are not covered by the current NVLAP accreditation.

Main measured parameters[3]:

Measured[4]/Acceptable Tone frequency (Hz):	Measured[4]/Acceptable Total Harmonic Distortion (%):	Measured [4]/Acceptable Level (dB):
1000.12 ± 1.0/1000.0 ± 10.0	0.7 ± 0.1/ < 3	93.98 ± 0.12/94.0 ± 0.4
1000.12 ± 1.0/1000.0 ± 10.0	0.4 ± 0.1/ < 3	113.94 ± 0.12/114.0 ± 0.4

[3] Parameters are certified at actual environmental conditions.

[4] The above expanded uncertainties for frequency and distortion are calculated with a coverage factor k=2; for level k=2.00

[5] Acceptable parameter values are from the current standards.

Environmental conditions:

Temperature (°C)	Barometric pressure (kPa)	Relative Humidity (%)
24.2 ± 1.1	100.18 ± 0.006	61.8 ± 3.2

Tests made with following attachments to instrument:

X	Calibrator ½" Adaptor
	Other

Adjustments: Unit was not adjusted.

Comments: The instrument was tested and met all specifications found in the referenced procedures.

Note: The instrument was tested for the parameters listed in the table above, using the test methods described in the listed standards. All tests were performed around the reference conditions. The test results were compared with the manufacturer's or with the standard's specifications, whichever are larger. Compliance with any standard cannot be claimed based solely on the periodic tests.

Measured Data: in Acoustical Calibrator Test Report # 24600 of two pages.

Place of Calibration: Scantek, Inc.
6430 Dobbin Road, Suite C
Columbia, MD 21045 USA

Ph/Fax: 410-290-7726/ -9167
callab@scantekinc.com

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Acoustical Calibrator Test Report No.:24600

Manufacturer:	**Larson Davis**
Type:	**CAL200**
Serial no:	**6645**

Customer:	**ICF Jones & Stokes**
Department:	
Address:	**1 Ada Suite 100, Irvine, CA 92618**
Order No:	
Contact Person:	**Peter Hardie**
Phone No.:	**949-333-6650**
Fax No.:	**949-333-6601**

Measurement Results:

	Level: (dB)	P. Stab : (dB)	Frequency: (Hz)	F. Stab : (%)	Distortion: (% TD)
1:	93.97		1000.12	0.01	0.73
2:	93.97		1000.11	0.01	0.73
3:	93.99		1000.14	0.01	0.73
Result (Average):	**93.98**		**1000.12**	**0.01**	**0.73**
Expanded Uncertainty:	0.12		1.00	0.01	0.10
Degree of Freedom:	>100		>100	65	>100
Coverage Factor:	2.00		2.00	2.05	2.00

The stated level is relative to 20µPa.

The stated level is valid at measurement conditions.
Reference microphone: 4134-173368. Volume correction: 0.000 dB
Records:Z:\Calibration Lab\Cal 2011\LDCAL200_6645_M1.nmf

The reported expanded uncertainty of measurement is stated as the standard uncertainty of measurement multiplied by the coverage factor k = 2, which for a normal distribution corresponds to coverage probability of approximately 95%. The standard uncertainty of measurement has been determined in accordance with EA publication EA-4/02.

Environmental conditions:

Pressure:	Temperature:	Relative humidity:
100.184 ± 0.006 kPa	24.2 ± 1.1 °C	61.8 ± 3.2 %RH

Date of calibration: 9/6/2011
Date of issue: 9/6/2011

Supervisor : Mariana Buzduga
Measurements performed by:

Kristen van Otterloo
Software version: 5.2

Scantek, Inc.
6430 Dobbin Rd., Suite C, Columbia, MD 21045
Ph: 410-290-7726 eMail: callab@scantekinc.com

Acoustical Calibrator Test Report No.:24600

Manufacturer:	**Larson Davis**
Type:	**CAL200**
Serial no:	**6645**

Customer:	**ICF Jones & Stokes**
Department:	
Address:	**1 Ada Suite 100, Irvine, CA 92618**
Order No:	
Contact Person:	**Peter Hardie**
Phone No.:	**949-333-6650**
Fax No.:	**949-333-6601**

Measurement Results:

	Level: (dB)	P. Stab : (dB)	Frequency: (Hz)	F. Stab : (%)	Distortion: (% TD)
1:	113.94		1000.12	0.00	0.37
2:	113.95		1000.13	0.00	0.37
3:	113.92		1000.12	0.00	0.37
Result (Average):	**113.94**		**1000.12**	**0.00**	**0.37**
Expanded Uncertainty:	0.12		1.00	0.01	0.10
Degree of Freedom:	>100		>100	>100	>100
Coverage Factor:	2.00		2.00	2.00	2.00

The stated level is relative to 20µPa.

The stated level is valid at measurement conditions.
Reference microphone: 4134-173368. Volume correction: 0.000 dB
Records:Z:\Calibration Lab\Cal 2011\LDCAL200_6645_M2.nmf

The reported expanded uncertainty of measurement is stated as the standard uncertainty of measurement multiplied by the coverage factor k = 2, which for a normal distribution corresponds to coverage probability of approximately 95%. The standard uncertainty of measurement has been determined in accordance with EA publication EA-4/02.

Environmental conditions:

Pressure:	Temperature:	Relative humidity:
100.168 ± 0.002 kPa	23.5 ± 1.1 °C	57.5 ± 2.7 %RH

Date of calibration: 9/6/2011
Date of issue: 9/6/2011

Supervisor : Mariana Buzduga
Measurements performed by:

Kristen van Otterloo
Software version: 5.2

Scantek, Inc.
6430 Dobbin Rd., Suite C, Columbia, MD 21045
Ph: 410-290-7726 eMail: callab@scantekinc.com

Appendix D
Traffic Impact Study

Traffic Impact Study for the
Los Angeles Street Civic Building Project
Los Angeles, California

September 21, 2012

Prepared For:
Tetra-IBI Group
1055 Wilshire Boulevard, Suite 1885
Los Angeles, California 90017-5602
Telephone: 213-250-7440
Fax: 213-481-0947

Prepared by:

KOA CORPORATION
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1100 Corporate Center Drive, Suite 201
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JA91040

KOA CORPORATION
PLANNING & ENGINEERING

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1. Introduction

The project under consideration is the redevelopment of the Los Angeles Street Civic Building project site (hereinafter referred to as the 'Project'). The site is located on the block that is bounded by Los Angeles Street on the west, Temple Street on the north, Judge John Aiso Street on the east and 1st Street on the south within the Central City Community Plan area in the City of Los Angeles. The site address is 150 N. Los Angeles Street.

KOA Corporation has been retained to identify the potential traffic impacts associated with the proposed Project.

1.1 Project Description

Three alternatives are being considered for the Project. Alternative 1 is the rehabilitation and re-use of the existing Parker Center building that will include approximately 237,500 square feet of government office space and 10,000 square feet of commercial space. Alternative 2 would involve the rehabilitation and re-use of the existing building and construction of a building addition that will result in approximately 475,000 square feet of government office space and 22,500 square feet of commercial space. Alternatives 1 and 2 would include seismic improvements to bring the existing building up to City and State codes and standards. Alternative 3 would involve the demolition of the existing Parker Center building and construction of a new building that will include approximately 712,500 square feet of government office space and 35,000 square feet of commercial space. All three alternatives would include 2,500 square feet of day care facility space that would be used exclusively for city employees of the Project. The type and size of the proposed land uses for the three alternatives are summarized below.

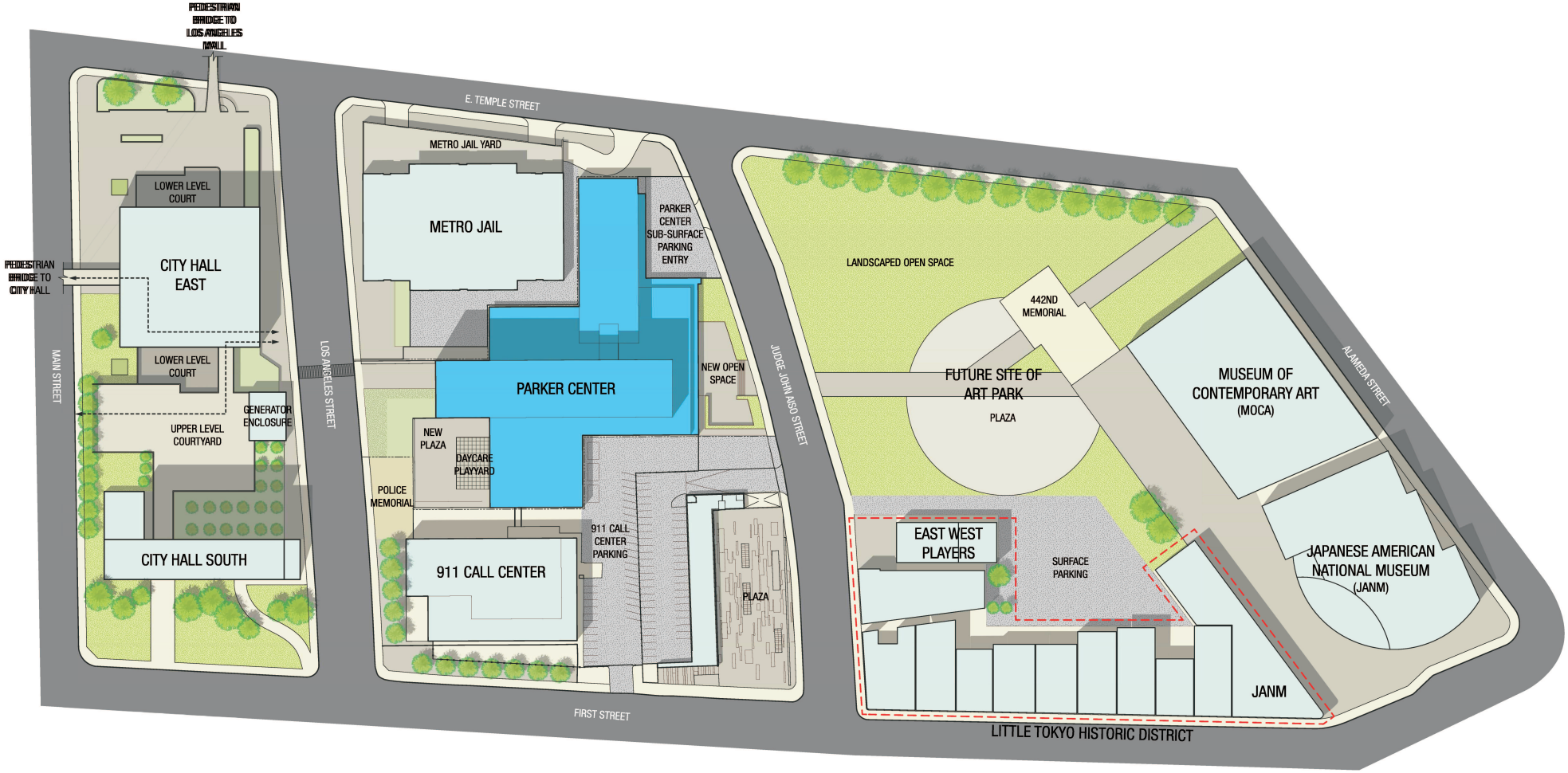
LAND USE	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
Government Office	237,500 Sq. Ft.	475,000 Sq. Ft.	712,500 Sq. Ft.
Commercial	10,000 Sq. Ft.	22,500 Sq. Ft.	35,000 Sq. Ft.
Day Care Facility	2,500 Sq. Ft.	2,500 Sq. Ft.	2,500 Sq. Ft.
Total	**250,000 Sq. Ft.**	**500,000 Sq. Ft.**	**750,000 Sq. Ft.**

The site is occupied by the existing Parker Center building, which is currently primarily vacant. Current active land use on the site includes approximately 44,109 square feet of LAPD Scientific Investigation Division laboratory facilities. The active land use is expected to vacate the site by the end of 2012.

Vehicular access and egress to on-site parking would be provided from Judge John Aiso Street for each of the three Project alternatives. Alternative 1 and Alternative 3 would provide one driveway, and Alternative 2 would provide two driveways. The driveways would provide full-access and egress and would be stop sign-controlled for vehicles exiting the site.

The Project is anticipated to be completed by 2018.

The conceptual site plan for Alternatives 1, 2 and 3 are shown in Figures 1, 2 and 3, respectively.



N

Not to Scale

Source: TETRA-IBI Group Architectural Planning and Gensler

KOA CORPORATION
PLANNING & ENGINEERING

LA Street Civic Building EIR

Figure 1

Conceptual Site Plan (Project Alternative 1)



N

Not to Scale

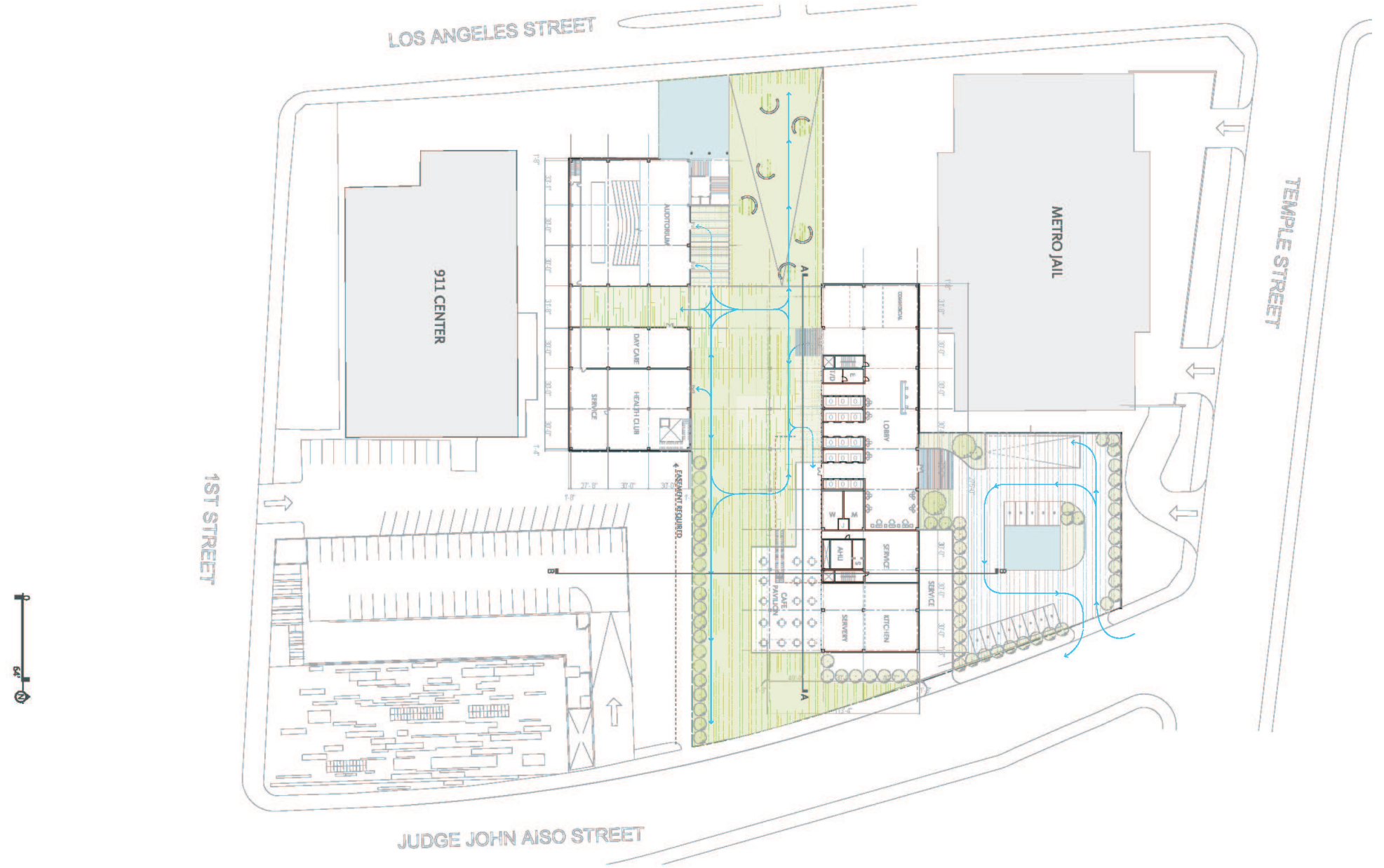
Source: TETRA-IBI Group Architectural Planning and Gensler

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LA Street Civic Building EIR

Figure 2

Conceptual Site Plan (Project Alternative 2)



Source: TETRA-IBI Group Architectural Planning and Gensler

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LA Street Civic Building EIR

Figure 3

Conceptual Site Plan (Project Alternative 3)

1.2 Project Study Area

The Project study area is defined by the 30 key signalized study intersections listed below. The study intersections were selected for traffic impact analysis based on the anticipated trip distribution of the Project and the proximity of the intersections to the Project site. These locations were selected in coordination with and approved by LADOT. It should be noted that traffic impact analysis was conducted for signalized intersections only, per LADOT traffic study policies and procedures.

1. Alameda Street/Cesar E. Chavez Avenue
2. Alameda Street/Los Angeles Street
3. Los Angeles Street/Arcadia Street
4. Alameda Street/US-101 NB off-ramp/Arcadia Street
5. Los Angeles Street/Aliso Street
6. Alameda Street/Aliso Street/Commercial Street
7. Garey Street/US-101 SB On/off Ramps/Commercial Street
8. Broadway/Temple Street
9. Spring Street/Temple Street
10. Main Street/Temple Street
11. Los Angeles Street/Temple Street
12. Judge John Aiso Street/Temple Street
13. Alameda Street/Temple Street
14. Broadway/1st Street
15. Spring Street/1st Street
16. Main Street/1st Street
17. Los Angeles Street/1st Street
18. Judge John Aiso Street/San Pedro Street/1st Street
19. Central Avenue/1st Street
20. Alameda Street/1st Street
21. Vignes Street/1st Street
22. US-101 NB Ramps/1st Street
23. Main Street/2nd Street
24. Los Angeles Street/2nd Street
25. San Pedro Street/2nd Street
26. Central Avenue/2nd Street
27. Alameda Street/2nd Street
28. Los Angeles Street/3rd Street
29. San Pedro Street/3rd Street
30. US-101 NB Off-ramp/4th Street

Figure 4 shows the locations of the 30 study intersections.

1.3 Study Scenarios

Traffic impacts were analyzed based on weekday AM and PM peak hour traffic conditions at the study intersections. The traffic analysis includes the following traffic scenarios:

- Existing Year 2012
- Existing Plus Project (Alternative 1)
- Existing Plus Project (Alternative 2)
- Existing Plus Project (Alternative 3)
- Future Year 2018 Without Project
- Future Year 2018 With Project (Alternative 1)
- Future Year 2018 With Project (Alternative 2)
- Future Year 2018 With Project (Alternative 3)



Legend

- Project Site
- Study Intersection
- One-Way
- * One-Way (Transit Buses Only)

N

NOT TO SCALE

KOA CORPORATION
PLANNING & ENGINEERING

LA Street Civic Building EIR

Figure 4

Study Intersection Locations

1.4 Analysis Methodology

This analysis was conducted based on methodology and criteria defined within the City of Los Angeles Department of Transportation (LADOT)'s "Traffic Study Policies and Procedures, May 2012" document. Prior to the start of the study, KOA Corporation coordinated with staff from the LADOT to obtain consensus on the traffic scope, methodology and assumptions. A Memorandum of Understanding (MOU) was prepared and submitted to LADOT for review and approval. A copy of the signed MOU is provided in Appendix A.

A summary of the traffic study methodologies is described below.

Existing Conditions

The analysis of existing (2012) conditions is based on current traffic counts, lane configurations and traffic controls at the study intersections. The existing conditions of the study area are described in Section 2 of this report.

Future (2018) Without Project Conditions

In order to account for traffic growth in the study area, an ambient/background traffic growth rate was applied to the existing traffic counts. In addition, traffic from related/area projects (approved and pending developments) was also added to the study area. The analysis of future (2018) without Project conditions is summarized in Section 3 of this report.

Project Trip Generation and Distribution

Forecast Project trip generation was estimated based on the Institute of Transportation Engineers (ITE) publication *Trip Generation, 8th Edition*. Appropriate credits were taken to account for internal capture, transit, walk-in and pass-by trip reduction. The Project trips were distributed to the surrounding roadway system based on the land use characteristics of the project and the general locations of other land uses to which project trips would originate or terminate. Section 4 of this report provides a detailed discussion of Project traffic.

Future (2018) With Project Conditions

The future with Project traffic volumes are determined by adding the Project traffic to the future without Project traffic volumes. The analysis of future conditions with Project traffic is discussed in Section 5 of this report.

Existing Plus Project Conditions

A supplemental traffic analysis for Existing Plus Project conditions was also conducted in order to comply with the *Sunnyvale* court case rulings regarding California Environmental Quality Act (CEQA) baseline analysis. The Existing Plus Project traffic volumes were determined by adding the Project traffic to the existing traffic volumes. The traffic analysis for this scenario is discussed in Section 7 of this report.

Level-of-Service Methodology

For analysis of level-of-service (LOS) at signalized intersections, LADOT has designated the Circular 212 Planning methodology as the desired tool. The concept of roadway level-of-service 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) whereby extreme congestion occurs. This volume/capacity ratio value is a function of hourly volumes signal phasing, and approach lane configuration on each leg of the intersection.

Level-of-service (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.

Table 1 defines the level-of-service criteria.

Table 1: Level-of-Service Definitions

LOS	Interpretation	Signalized Intersection Volume-to-Capacity (V/C) Ratio
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
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
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	0.901 - 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements 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
Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982		

Determination of Significant Traffic Impacts

Traffic impacts are identified if the proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified 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 acceptable level-of-service and project traffic will cause a further decline below a certain threshold.

LADOT has established specific thresholds for project related increases in the volume-to-capacity ratio (V/C) of signalized study intersections. Table 2 shows the increases in peak-hour V/C ratios that are considered "significant" impacts.

Table 2: Significant Traffic Impact Thresholds

Level-of-Service	Final V/C*	Project Related V/C Increase
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	> 0.901 – 1.000	Equal to or greater than 0.010
F	Greater than 1.000	Equal to or greater than 0.010

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

2. Existing Conditions

This section describes the existing roadway, transit and traffic conditions within the Project study area.

2.1 Existing Roadway System

The existing roadway system within the Project study area includes an extensive freeway and roadway network.

Freeways

Freeways provide major regional access to and from the Project site and the surrounding areas. The freeways that serve the downtown Los Angeles region include the Santa Ana/Hollywood Freeway (US-101), the Pasadena/Harbor Freeway (SR-110/I-110), and the Santa Monica/San Bernardino Freeway (I-10).

Santa Ana/Hollywood Freeway (US-101) is a heavily traveled freeway that is generally oriented in a north/south direction. It extends from downtown Los Angeles north to the San Fernando Valley and Ventura County, and terminates to the east at the East Los Angeles interchange. Within the downtown area, the US-101 consists of four travel lanes and additional auxiliary lanes in each direction and carries approximately 217,000 in annual average daily traffic (AADT) based on the most current traffic volume database from Caltrans. The freeway is located approximately one-quarter of a mile north of the Project site and provides access via Broadway, Spring Street, Los Angeles Street, Alameda Street, and Garey Street.

Pasadena/Harbor Freeway (SR-110/I-110) is oriented in a north/south direction and provides access for downtown Los Angeles to Pasadena to the north and the Los Angeles Harbor area to the south. Within the downtown area, the I-110/SR-110 consists of three to four travel lanes and additional auxiliary lanes in each direction. The freeway is located approximately one mile west of the Project site and provides access to the area via 3rd Street, 4th Street, and Figueroa Street. Average annual daily traffic (AADT) is approximately 281,000 based on the most current traffic volume database from Caltrans.

Santa Monica/San Bernardino Freeway (I-10) is a major east/west freeway that provides access between Santa Monica to the west and the San Gabriel Valley and San Bernardino County to the east. Within the downtown area, the I-10 consists of five travel lanes and additional auxiliary lanes in each direction and carries approximately 283,000 AADT based on the most current traffic volume database from Caltrans. The freeway is located approximately two miles south of and one mile east of the Project site. Access to the study area is provided via Los Angeles Street, Maple Avenue, San Pedro Street, Central Avenue, and Alameda Street.

Arterial and Local Streets

Fieldwork within the Project study area was undertaken to identify traffic control and approach lane configuration at each study intersection, and to identify on-street parking and transit stops. Key roadways within the study area are described in Table 3. The discussion presented here is limited to specific roadways that traverse the study intersections and serve the Project site. Figure 5 shows the existing intersection geometry.

Table 3: Roadway Description

Segment	# Lanes		Median Type	Parking Restrictions		General Land Use	Speed Limit (mph)
	NB/EB	SB/WB		North Side / East Side	South Side / West Side		
CESAR CHAVEZ AVENUE (Major Highway Class II)							
West of Alameda St	2	2/3	Striped	NSAT	NSAT	Commercial	35
East of Alameda St	2	2/3	Striped	NSAT	NSAT	Residential/Commercial	35
ARCADIA STREET (Local)							
West of Los Angeles St	0	3	Striped	NSAT	NSAT	Commercial/Freeway	25
Between Los Angeles St & Alameda St	0	3	Striped	NSAT	NSAT	Commercial/Freeway	25
ALISO STREET (Local)/COMMERCIAL STREET (Collector)							
West of Alameda St	3	0	Striped	NSAT	NSAT	Office/Freeway	25
Between Alameda St & Garey St	2	2	2WLTL	NSAT	NSAT	Industrial	25
East of Garey St	1	1/2	Striped	NSAT	NSAT	Industrial	25
TEMPLE STREET (Major Highway Class II & Secondary)							
West of Broadway	2	2	Striped	NSAT	NSAT	Office/Industrial	35
Between Broadway & Spring St	2	2	Striped	NSAT	NSAT	Court/Office	35
Between Spring St & Main St	2	2	Striped	NSAT	NSAT	Office	35
Between Main St & Los Angeles St	2	2	Striped	2 Hr Parking 9AM-4PM; NS 7-9AM, 4-6PM	NSAT	Office	35
Between Los Angeles St & Judge John Aiso St	2	2	Striped	NP	NSAT	Office	35
Between Judge John Aiso St & Alameda St	2	2	Striped	NSAT	4 Hr 8AM-8PM	Office/Parking	35
East of Alameda St	1	1	2WLTL	NSAT	NSAT	Metro/Industrial	35
1ST STREET (Major Highway Class II & Secondary)							
West of Broadway	2	2	Striped	NSAT	NSAT	Commercial/Office	35
Between Broadway & Spring St	2	2	Striped	NSAT	2 Hr Parking 9AM-4PM, 6PM-8PM; NS 7-9AM, 4-6PM	Commercial/Office	35
Between Spring St & Main St	2	2	Striped	NSAT	NSAT	Office	35
Between Main St & Los Angeles St	2	2	Striped	NSAT	NSAT	Office	35
Between Los Angeles St & Judge John Aliso St/San Pedro St	2	2	Striped	NSAT	2 Hr Parking 8AM-8PM	Commercial	35
Between Judge John Aliso St/San Pedro St & Central Ave	2	2	Striped	2 Hr Parking 9AM-8PM	2 Hr Parking 8AM-8PM; Loading (Yellow) Only 7AM-6PM	Commercial	35
Between Central Ave & Alameda St	2	2	Striped	NSAT	NSAT	Commercial	25
Between Alameda St & Vignes St	2	2	Raised/Rail	NSAT	NSAT	Metro/Commercial	30
Between Vignes St & Mission Rd	2	2	Raised/Rail	NSAT	NSAT	Industrial	30
Between Mission Rd & US-101 NB Ramps	1	1	Raised/Rail	NSAT	NSAT	School/Commercial	30
East of US-101 NB Ramps	1	1	Striped	NSAT	NSAT	Commercial	30
2ND STREET (Secondary & Collector)							
West of Main St	1	1	Striped	NSAT	2 Hr 9AM-4PM; NS 7AM-9AM, 4PM-6PM	Commercial/Office	35
Between Main St & Los Angeles St	1	1	Striped	NSAT	15 Min Parking 9AM-4PM, 6PM-8PM NP 7AM-9AM, 4PM-6PM	Office	35
Between Los Angeles St & San Pedro St	1	1	Striped	2 H r Parking 8AM-8PM	NSAT	Parking Lot/Commercial	35
Between San Pedro St & Central Ave	1	1	Striped	2 H r Parking 8AM-8PM	2 H r Parking 8AM-8PM	Office/Bank	35
Between Central Ave & Alameda St	1	1	Striped	NS 7AM-9AM; 2 Hr 9AM-8PM	NS 4PM-6PM; 2 Hr 8AM-4PM, 6PM-8PM	Parking Lot/Commercial	35
East of Alameda St	1	1	Striped	2 Hr Parking 8AM-6PM	10 Hr Parking 6AM-4PM	Residential/Parking	35
3RD STREET (Secondary)							
West of Los Angeles St	0	3	Striped	NS 7AM-9AM; 1 Hr 9AM-4PM	NSAT	Commercial/Parking Lot	25
Between Los Angeles St & San Pedro St	0	4	Striped	2 Hr Parking 8AM-8PM	2 Hr Parking 8AM-8PM	Commercial	35
East of San Pedro St	0	4	Striped	2 Hr Parking 8AM-8PM	30 Min Parking 8AM-8PM	Commercial	35
4TH STREET (Major Highway Class II)							
West of US-101 NB Ramp	2/3	2/3	Striped	NSAT	NSAT	Commercial	35
East of US-101 NB Ramp	2/3	2/3	Striped	NSAT	NSAT	Commercial	35

Table 3: Roadway Description (Continued)

Segment	# Lanes		Median Type	Parking Restrictions		General Land Use	Speed Limit (mph)
	NB/EB	SB/WB		North Side / East Side	South Side / West Side		
BROADWAY (Secondary)							
North of Temple St	3	2	Striped	NS 7AM-9AM, 3PM-7PM NP 9AM-3PM	NSAT	Office	35
Between Temple St & 1st St	3	2	2WLTL	NSAT	NSAT	Office	35
South of 1st St	3	2	Striped	NSAT	NSAT	Office	35
SPRING STREET (Major Highway Class II)							
North of Temple St	2 (bus only)	3	Striped	NSAT	NSAT	Office	35
Between Temple St & 1st St	2 (bus only)	3	Striped	NSAT	NSAT	Office	35
South of 1st St	0	3	Striped	NSAT	NSAT	Office	35
MAIN STREET (Secondary)							
North of Temple St	4	0	Striped	NSAT	NSAT	Office	35
Between Temple St & 1st St	3	0	Striped	NSAT, except Passenger Loading only 6AM-6PM 5 Min Limit	NSAT, except Passenger Loading only 6AM-6PM 5 Min Limit	Office	35
Between 1st St & 2nd St	4	0	Striped	NSAT; Passenger Loading Only	NSAT	Office	35
South of 2nd St	3	0	Striped	2 Hr Parking 8AM-4PM, 6PM-8PM; NS 4PM-6PM	2 Hr Parking 8AM-8PM	Office	35
LOS ANGELES STREET (Secondary)							
Between Alameda St & Arcadia St	2	2	Striped	NSAT	NSAT	Commercial/Park	35
Between Arcadia St & Aliso St	2	3	Striped	NSAT	NSAT	Freeway	35
Between Aliso St & Temple St	2	3	Striped	NSAT	NSAT	Commercial/Office	35
Between Temple St & 1st St	2	3	Striped/Raised	NSAT	NSAT, except Passenger Loading Only 6AM-6PM 5 Min Limit	Commercial/LAPD	35
Between 1st St & 2nd St	2	2	Striped	NSAT, except Passenger Loading Only 7AM-6PM	NSAT, except Taxi Zone 9AM-4PM	Caltrans	35
Between 2nd St & 3rd St	2	2	Striped	2 Hr Parking 8AM-8PM	NS 4PM-6PM; 2 Hr 8AM-4PM, 6PM-8PM	Office/Parking Lot	35
South of 3rd St	2	2	Striped	1 Hr Parking 8AM-6PM	1 Hr Parking 8AM-6PM	Office/Parking Lot	35
SAN PEDRO STREET/JUDGE JOHN ALISO STREET (Major Highway Class II)							
Between Temple St & 1st St	2	2	Striped	2 Hr Parking 8AM-8PM	NSAT	Commercial	35
Between 1st St & 2nd St	2	2	Striped	2 Hr Parking 8AM-8PM	2 Hr Parking 8AM-8PM	Commercial	35
Between 2nd St & 3rd St	2	2	2WLTL	2 Hr Parking 8AM-8PM	2 Hr Parking 8AM-8PM	Commercial/Residential	35
South of 3rd St	2	2	Striped	2 Hr Parking 8AM-8PM	2 Hr Parking 8AM-8PM	Commercial/Office	35
CENTRAL AVENUE (Secondary)							
Between 1st St & 2nd St	2	1	Striped	NSAT	2 Hr Parking 8AM-8PM	Commercial/Residential	35
Between south of 2nd St	2	2	2WLTL	2 Hr Parking 8AM-8PM	2 Hr Parking 8AM-8PM	Commercial/Residential	
ALAMEDA STREET (Major Highway Class II)							
North of Cesar Chavez Ave	3	3	Striped	NSAT	NSAT	Commercial	35
Between Cesar Chavez Ave & Los Angeles St	3	3	Striped	NSAT	NSAT	Commercial	35
Between Los Angeles St & Arcadia St	3	3	Striped	NSAT	NSAT	Commercial	35
Between Arcadia St & Aliso St/Commercial St	3	3	Striped	NSAT	NSAT	Freeway	35
Between Aliso St/Commercial St & Temple St	2/3	3	Striped	NSAT	NSAT	Commercial	35
Between Temple St & 1st St	2	2	Striped	NSAT	NSAT	Commercial	35
Between 1st St & 2nd St	2	2	Striped	2 Hr Parking 8AM-6PM	NSAT	Residential/Parking	35
South of 2nd St	2	2	Striped	NSAT	NSAT	Residential	35
GAREY STREET (Collector)							
South of Commercial St	1	1	Striped	NSAT	NSAT	Industrial	25
VIGNES STREET (Major Highway Class II & Collector)							
North of 1st St	1	1	Striped	2 Hr Parking 8AM-6PM	2 Hr Parking 8AM-6PM	Commerical/Temple	25
South of 1st St	1	1	Striped	No Restriction	No Restriction	Office/Residential	25

Notes:

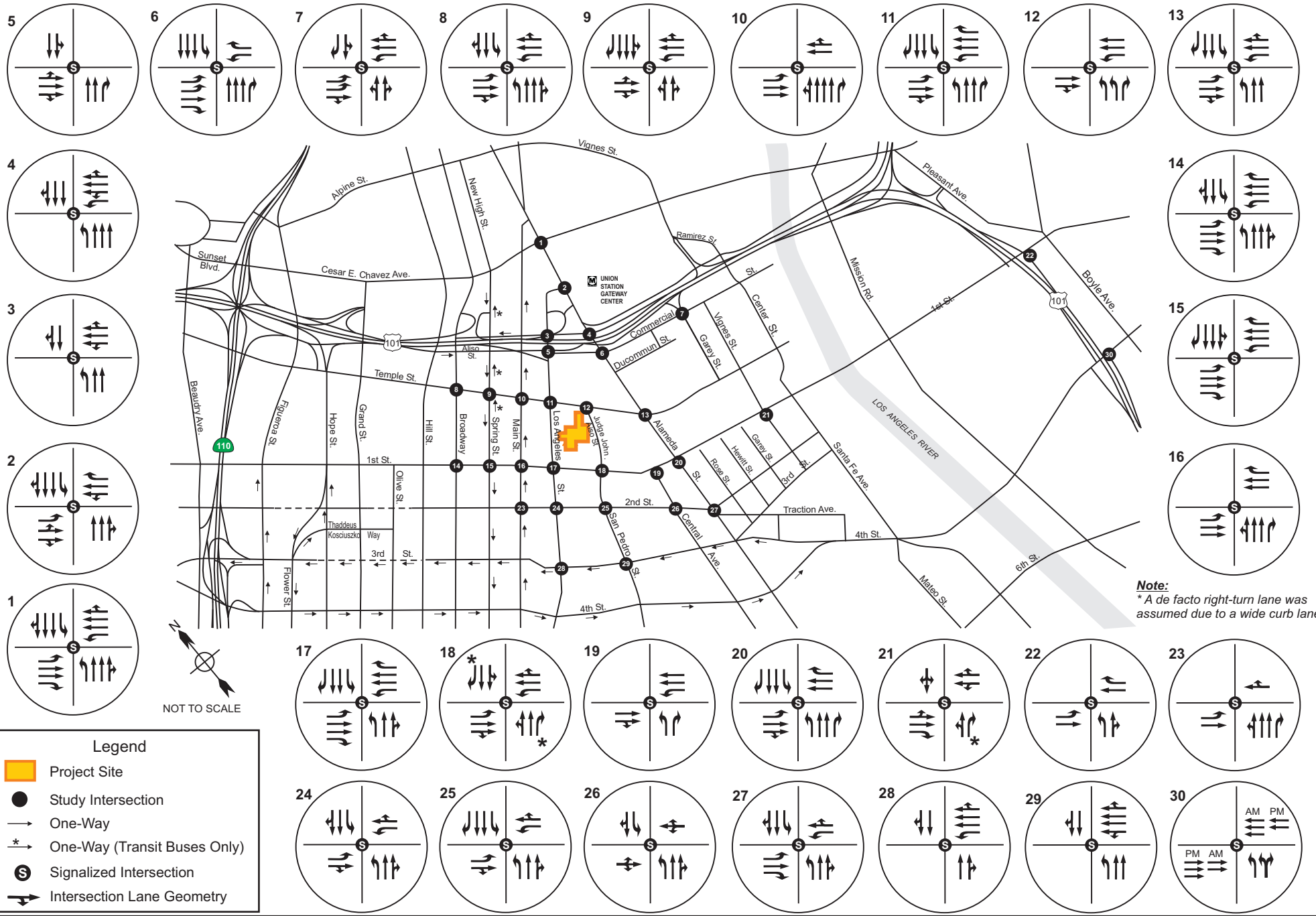
2WLTL - Two Way Left Turn Lane

NS - No Stopping

NP - No Parking

NSAT - No Stopping Any Time

NPAT - No Parking Any Time



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Figure 5

Existing Intersection Geometry

Existing bicycle lanes are provided in the study area along Spring Street, Main Street, Los Angeles Street between Alameda and 1st Streets, and 1st Street between Grand Avenue and San Pedro Street. Additional bicycle lanes will also be provided along 2nd Street, Judge John Aiso Street/San Pedro Street, Central Avenue, 1st Street and Cesar E Chavez Avenue as part of the City's 2010 Bike Plan.

Pedestrian facilities such as sidewalks are generally provided in the street network within the study area. Pedestrian circulation is considered adequate, based on field observations.

2.2 Existing Transit Service

The Project site is situated in a highly intense transit corridor area. The Project would be well-served by multiple transit lines that lie within walking distance (approximately half a mile) of the Project site. There is access to public buses, rail and light rail transit (LRT), and nearby train services and systems in the study area. Table 4 provides descriptions of the transit lines that traverse major roadway corridors in the immediate Project vicinity. Figure 6 illustrates the existing transit lines within the study area.

In addition to the bus and rail/light-rail transit service, Union Station provides access to Amtrak and Metro train services. Amtrak operates as intercity rail service to the Central Coast and Central Valley and long distance service to the Pacific Northwest, Midwest, and Eastern United States. Metrolink operates as a commuter rail which links Los Angeles with other parts of Los Angeles County, Orange County, Riverside County, San Bernardino County and San Diego County.

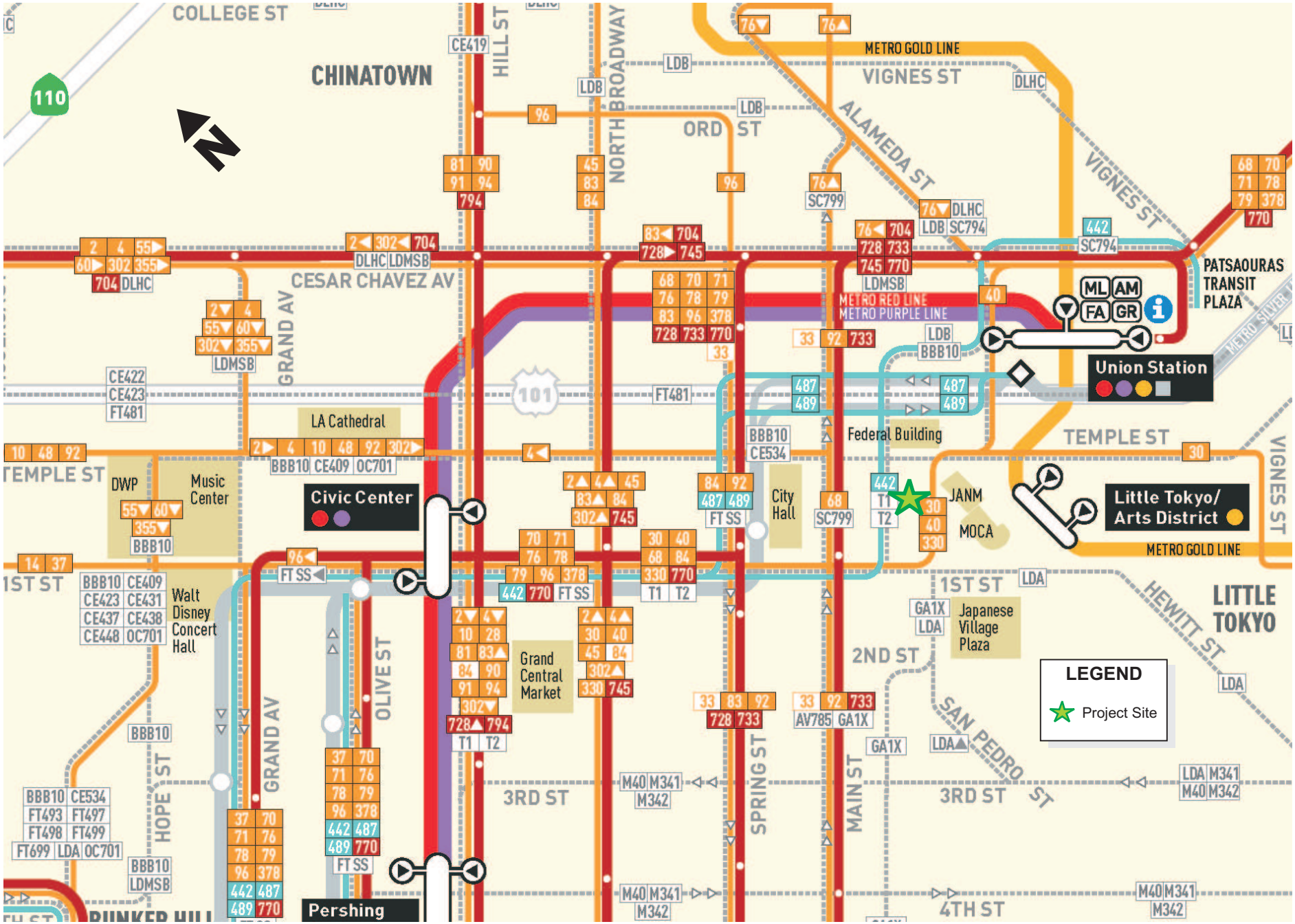
Table 4: Transit Service Summary

Transit Line	Operating Route			Weekday Peak Frequency	
	From:	To:	Via:	AM	PM
Metro Local Service Lines					
2	Pacific Palisades	Downtown LA	Cesar Chavez Ave	6-10 Mins	
302	Pacific Palisades	Downtown LA	Cesar Chavez Ave	7-20 Mins	
4	Santa Monica	Downtown LA	Temple St	9-12 Mins	
30	Mid-city Transit Center	Monterey Park	1st St	6-12 Mins	
330	Mid-city Transit Center	Monterey Park	1st St	20-40 Mins	
33	Santa Monica	Downtown LA	Spring St/Main St	Owl Service Route	
40	South Bay Galleria	Union Station	1st St	6-12 Mins	
45	Lincoln Heights	Rosewood	Broadway	5-8 Mins	
68	The Shops at Montebello	Downtown LA	Spring St / Main St	15-17 Mins	
70	El Monte Station	Downtown LA	Spring St/Cesar Chavez Ave	10-12 Mins	
71	Cal State LA Station	Downtown LA	Spring St/Cesar Chavez Ave	15-35 Mins	
76	El Monte Station	Downtown LA	Spring St/Alameda St	10-15 Mins	
78	Arcadia	Downtown LA	1st St	6-20Mins	
378	Arcadia	Downtown LA	1st St	11-28 Mins	
79	Arcadia	Downtown LA	1st St	15-30 Mins	
83	Eagle Rock	Downtown LA	Spring St	18-25 Mins	
84	Eagle Rock	Monterey Park	Broadway	15-17 Mins	
92	Burbank Station	Downtown LA	Temple St	14-24 Mins	
96	Burbank Station	Downtown LA	1st St/Spring St	24-30 Mins	
Metro Express Bus Lines					
442	Hawthorne	Union Station	1st St	30-35 Mins	
487	El Monte	Westlate & Wilshire	Aliso St	18-30 Mins	
489	El Monte	Westlate & Wilshire	Aliso St	18-20 Mins	
Metro Rapid Bus Lines					
704	Santa Monica	Downtown LA	Cesar Chavez Ave	10-15 Mis	
728	Century City	Downtown LA	Cesar Chavez Ave	12 Mins	
733	Santa Monica	Downtown LA	Spring St/ Main St	8-15 Mins	
745	Harbor Freeway Station	Union Station	Cesar Chavez Ave	4-10 Mins	
770	El Monte	Downtown LA	Spring St/Cesar Chavez Ave	10-13 Mins	

Table 4: Transit Service Summary (Continued)

Transit Line	Operating Route			Weekday Peak Frequency	
	From:	To:	Via:	AM	PM
Metro Rail					
Red & Purple	North Hollywood	Downtown LA	-	5 Mins	
Gold	East LA	Sierra Madre Villa	-	6 Mins	
Antelope Valley Transit Authority Lines					
785	Lancaster/Palmdale	Los Angeles	Main St	15-30 Mins	20-30 Mins
Foothill Transit Lines					
481	El Monte	Downtown LA	Union Station	10-20 Mins	10-20 Mins
493	Diamond Bar Park & Ride	Downtown LA	Spring St/1st St	10-12 Mins	10-15 Mins
497	Chino Park & Ride	Downtown LA	Spring St/1st St	13-16 Mins	12-20 Mins
498	Citrus College	Downtown LA	Spring St/1st St	5-7 Mins	6-9 Mins
499	San Dimas Park & Ride	Downtown LA	Spring St/1st St	12-15 Mins	11-17 Mins
Silver Streak	Montclair Transit Plaza	Downtown LA	Spring St/1st St	10 Mins	20 Mins
Gardena Bus Line					
1	Gardena	Downtown LA	Main St	30-45 Mins	30-60 Mins
LADOT Commuter Express Lines					
409	Sylmar	Downtown LA	Temple St	15-17 Mins	10-20 Mins
422	Thousand Oaks	Downtown LA	Temple St	15-30 Mins	15-20 Mins
423	Thousand Oaks	Downtown LA	Temple St	15-20 Mins	5-15 Mins
431	Westwood	Downtown LA	Temple St	28-38 Mins	25-35 Mins
437	Marina Del Rey	Downtown LA	Temple St	17-30 Mins	15-30 Mins
438	Redondo Beach	Downtown LA	Temple St	12-15 Mins	7-15 Mins
448	Rancho Palos Verdes	Downtown LA	Temple St	16-30 Mins	15-30 Mins
534	Westwood	Downtown LA	1st St	25-30 Mins	20-40 Mins
LADOT DASH Lines					
A	Little Tokyo	City West	1st St	7 Mins	7 Mins
B	Chinatown	Financial District	Temple St	8 Mins	8 Mins
D	Union Station	South Park	Main St/Spring St	6 Mins	6 Mins
Lincoln Heights/Chinatown	Chinatown	Lincoln Heights	Cesar Chavez Ave	30 MIns	30 Mins
Montebello Bus Lines					
40	Montebello	Downtown LA	3rd St	15-20 Mins	15-20 Mins
341/342	Montebello	Downtown LA	1st St	20-25 Mins	20-56 Mins
Orange County Transportation Authority Lines					
701	Huntington Beach	Downtown LA	Temple St	21-36 Mins	50 Mins
Santa Monica Big Blue Bus Lines					
10	Santa Monica	Downtown LA	Alameda St	15 MIns	15 Mins
Santa Clarita Transit Lines					
794	Santa Clarita	Downtown LA	Alameda St	15 Mins	45-60 Mins
799	Santa Clarita	Downtown LA	Alameda St	15 MIns	15 Mins
Torrance Transit Lines					
1	Del Amo Center	Union Station	1st St	30 Mins	30 Mins
2	Del Amo Center	Union Station	1st St	60 Mins	60 Mins

Source:
1. Metro
2. LADOT Transit Services
3. Antelope Valley Transit Authority
4. Foothill Transit
5. Gardena Bus
6. Orange County Transportation Authority
7. City of Santa Monica Big Blue Bus
8. Santa Clarita
9. Torrance Transit
10. Montebello



Source: Metropolitan Transportation Authority

2.3 Existing Traffic Volumes

KOA Corporation compiled new turn movement counts at the study intersections that were conducted on Wednesday, June 6th, 2012. Peak period turning movement counts were collected between the hours of 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM. The traffic count data sheets are provided in Appendix B of this report.

The highest four consecutive 15-minute vehicle counts during the two time periods were used to determine the peak hour traffic volumes at each intersection. Figures 7 and 8 show the existing intersection traffic volumes for the AM and PM peak-hours, respectively.

2.4 Automated Traffic Surveillance and Control (ATSAC) Project and Adaptive Traffic Control System (ATCS)

ATSAC is a computer-based traffic signal control system whereby engineers monitor traffic conditions and system performance, selects appropriate signal timing (control) strategies, and performs equipment diagnostics and alert functions. Sensors in the street detect the passage of vehicles, vehicle speed, and the level of congestion. This information is received on a second-by-second (real-time) basis and is analyzed on a minute-by-minute basis at the ATSAC Operations Center to determine if better traffic flow can be achieved by changing the signal timing. If required, the signal timing is either automatically changed by the ATSAC computers or manually changed by the operator using communication lines that connect the ATSAC Center with each traffic signal.

To supplement the information from electronic detectors, closed-circuit television (CCTV) surveillance equipment has been and continues to be installed at critical locations throughout the City.

ATCS is the latest enhancement to ATSAC and uses a personal computer-based traffic signal control software program which provides fully traffic adaptive signal control based on real-time traffic conditions. The ATCS will automatically adjust traffic signal timing in response to current traffic demands by allowing ATCS to simultaneously control all three critical components of traffic signal timing, namely cycle length, phase split and offset.

For capacity analysis, LADOT guidelines suggest a 0.07 reduction in volume-to-capacity ratio with the implementation of ATSAC and an additional 0.03 reduction in volume-to-capacity ratio with the implementation of ATCS, for a total reduction in volume-to-capacity ratio of 0.10. This reduction represents field measured benefits in flow and capacity increase by operation of this program.

Twenty-eight of the study intersections are currently equipped with ATSAC only. The remaining two study intersections located at the US-101 northbound ramps and 1st Street, and at the US-101 northbound off-ramp and 4th Street are operating with ATSAC plus ATCS. A reduction of 0.07 in the volume-to-capacity ratio is assumed at the 28 study intersections that are operating with ATSAC. A 0.10 reduction in the volume-to-capacity ratio is assumed at the remaining 2 study intersections that are operating with ATSAC plus ATCS.

For the purpose of future impact analysis, ATSAC plus ATCS is assumed to be implemented at all of the study intersections by the year 2018, as discussed with LADOT staff.



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Figure 7

Existing 2012 Weekday AM Peak-Hour Turn Volumes



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Figure 8

Existing 2012 Weekday PM Peak-Hour Turn Volumes

2.5 Peak Hour Intersection Level-of-Service

Based on the existing AM and PM peak-hour traffic volumes, a volume-to-capacity (V/C) ratio and corresponding level-of-service value were determined for each of the study intersections. The intersection level-of-service worksheets are provided in Appendix D of this report. Table 5 provides a summary of the V/C ratios and corresponding levels of service.

Table 5: Existing Level-of-Service Summary

No.	Study Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Alameda Street & Cesar E. Chavez Avenue	0.657	B	0.721	C
2	Alameda Street & Los Angeles Street	0.390	A	0.489	A
3	Los Angeles Street & Arcadia Street	0.351	A	0.359	A
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.565	A	0.551	A
5	Los Angeles Street & Aliso Street	0.253	A	0.405	A
6	Alameda Street/Aliso Street & Commercial Street	0.454	A	0.516	A
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.198	A	0.472	A
8	Broadway & Temple Street	0.579	A	0.603	B
9	Spring Street & Temple Street	0.497	A	0.369	A
10	Main Street & Temple Street	0.242	A	0.565	A
11	Los Angeles Street & Temple Street	0.510	A	0.539	A
12	Judge John Aiso Street & Temple Street	0.232	A	0.341	A
13	Alameda Street & Temple Street	0.523	A	0.637	B
14	Broadway & 1st Street	0.512	A	0.678	B
15	Spring Street & 1st Street	0.485	A	0.447	A
16	Main Street & 1st Street	0.396	A	0.703	C
17	Los Angeles Street & 1st Street	0.441	A	0.635	B
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.334	A	0.507	A
19	Central Avenue & 1st Street	0.301	A	0.534	A
20	Alameda Street & 1st Street	0.583	A	0.665	B
21	Vignes Street & 1st Street	0.345	A	0.511	A
22	US-101 NB Ramps & 1st Street	0.379	A	0.392	A
23	Main Street & 2nd Street	0.327	A	0.663	B
24	Los Angeles Street & 2nd Street	0.467	A	0.609	B
25	San Pedro Street & 2nd Street	0.379	A	0.518	A
26	Central Avenue & 2nd Street	0.406	A	0.525	A
27	Alameda Street & 2nd Street	0.438	A	0.528	A
28	Los Angeles Street & 3rd Street	0.551	A	0.553	A
29	San Pedro Street & 3rd Street	0.515	A	0.376	A
30	US-101 NB Off-ramp & 4th Street	0.631	B	0.334	A

As shown in Table 5, all of the study intersections are currently operating at a good level-of-service (i.e. LOS C or better) during both study peak periods.

3. Future (2018) Without Project

This section provides an analysis of future traffic conditions in the study area with the inclusion of traffic from ambient growth and related projects but without traffic from the proposed Project. The year 2018 was selected for analysis as the Project is anticipated to be completed and occupied by this future year.

3.1 Ambient Growth

In order to acknowledge regional population and employment growth outside of the study area, an ambient/background traffic growth rate was applied to the existing traffic counts. As discussed with and approved by LADOT staff, an annual growth rate of 1.0% per year was used to estimate year 2018 base traffic volume conditions.

3.2 Related Projects

In addition to the application of the ambient traffic growth rate, traffic from related/area projects (approved and pending developments) was also included as part of the year 2018 analysis. An area of influence, defined by an approximate two-mile radius from the Project site, was utilized in order to capture specific locations of these related/area projects. Based on related/area projects data provided by LADOT and research by KOA Corporation of development projects in the surrounding area, a list of 96 related/area projects was compiled. Figure 9 shows the locations of the related projects.

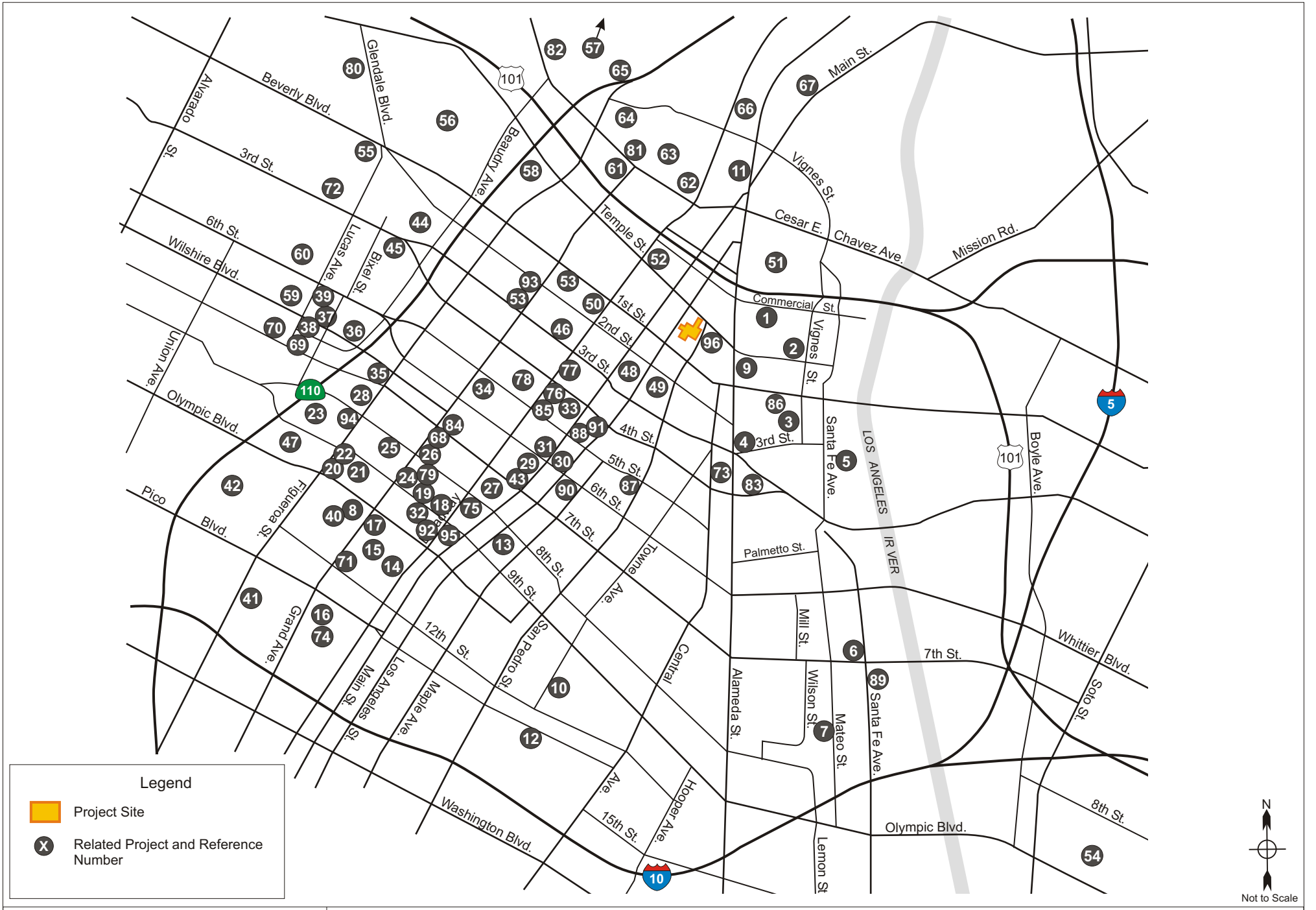
Trip generation for these related projects was determined based on trip rates from ITE *Trip Generation*, 8th Edition, LADOT's related/area projects data, and other traffic studies. The location, description and trip generation estimates of the related/area projects are provided in Appendix C of this report. The related projects traffic was distributed to the surrounding street system and included in the traffic analysis.

3.3 Planned Future Improvements

According to LADOT staff, there are no planned roadway capacity enhancements in the immediate study area that is anticipated to be completed within the timeframe of the proposed Project. However, there are two large infrastructure projects in the vicinity of the Project site that would provide the public with greater mobility in the region. The two projects are described below.

California High Speed Rail Project – This project would bring high-speed train service to California with service from Sacramento/Bay Area to San Diego. Los Angeles would be linked via existing rail corridors into Los Angeles Union Station. The project includes a potential parking facility south of the US-101 Freeway near Hewitt Street and Garey Street located approximately one-quarter of a mile northeast of the Project site. The earliest operation date for the project through the study area is estimated to be year 2027. Therefore, the High Speed Rail project was not analyzed within this study since the impacts of the project will occur after the Project build-out year in 2018.

Metro Regional Connector Transit Corridor Project –This project would directly connect the Metro Gold Line, Metro Expo Line, and Metro Blue Line. Metro has conducted a study to look at potential project alternatives. The project could add three new Downtown stations and would allow riders to travel between Pasadena and Long Beach and between East Los Angeles and Culver City without transferring. However, the project is currently in the planning stage, and is not expected to open until after the Project build-out year of 2018. As discussed with LADOT staff, the project was not included for analysis in this study.



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Figure 9

Location of Related Projects

3.4 Future Without Project Traffic Volumes

Based on the parameters discussed in this section, future without Project traffic forecasts were conducted. Figures 10 and 11 show the future without Project traffic volumes for the AM and PM peak hours, respectively.

3.5 Peak Hour Intersection Level-of-Service

Based on the traffic forecast parameters discussed, a future without Project peak hour level-of-service analysis was conducted at the 30 study intersections. The level-of-service worksheets are provided in Appendix D.

Table 6 summarizes the results of the level-of-service analysis for this scenario. As shown in this table, all 30 study intersections are projected to operate at LOS D or better during both the AM and PM peak hours.

Table 6: Future 2018 Without Project Peak Hour Level-of-Service Summary

No.	Study Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Alameda Street & Cesar E. Chavez Avenue	0.741	C	0.839	D
2	Alameda Street & Los Angeles Street	0.468	A	0.780	C
3	Los Angeles Street & Arcadia Street	0.377	A	0.402	A
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.639	B	0.679	B
5	Los Angeles Street & Aliso Street	0.261	A	0.520	A
6	Alameda Street/Aliso Street & Commercial Street	0.577	A	0.753	C
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.331	A	0.675	B
8	Broadway & Temple Street	0.708	C	0.707	C
9	Spring Street & Temple Street	0.553	A	0.520	A
10	Main Street & Temple Street	0.267	A	0.633	B
11	Los Angeles Street & Temple Street	0.578	A	0.669	B
12	Judge John Aiso Street & Temple Street	0.265	A	0.381	A
13	Alameda Street & Temple Street	0.605	B	0.847	D
14	Broadway & 1st Street	0.652	B	0.795	C
15	Spring Street & 1st Street	0.572	A	0.676	B
16	Main Street & 1st Street	0.461	A	0.836	D
17	Los Angeles Street & 1st Street	0.551	A	0.768	C
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.373	A	0.578	A
19	Central Avenue & 1st Street	0.333	A	0.617	B
20	Alameda Street & 1st Street	0.665	B	0.787	C
21	Vignes Street & 1st Street	0.411	A	0.736	C
22	US-101 NB Ramps & 1st Street	0.504	A	0.513	A
23	Main Street & 2nd Street	0.357	A	0.753	C
24	Los Angeles Street & 2nd Street	0.539	A	0.755	C
25	San Pedro Street & 2nd Street	0.411	A	0.575	A
26	Central Avenue & 2nd Street	0.445	A	0.586	A
27	Alameda Street & 2nd Street	0.518	A	0.685	B
28	Los Angeles Street & 3rd Street	0.611	B	0.610	B
29	San Pedro Street & 3rd Street	0.549	A	0.401	A
30	US-101 NB Off-ramp & 4th Street	0.701	C	0.398	A

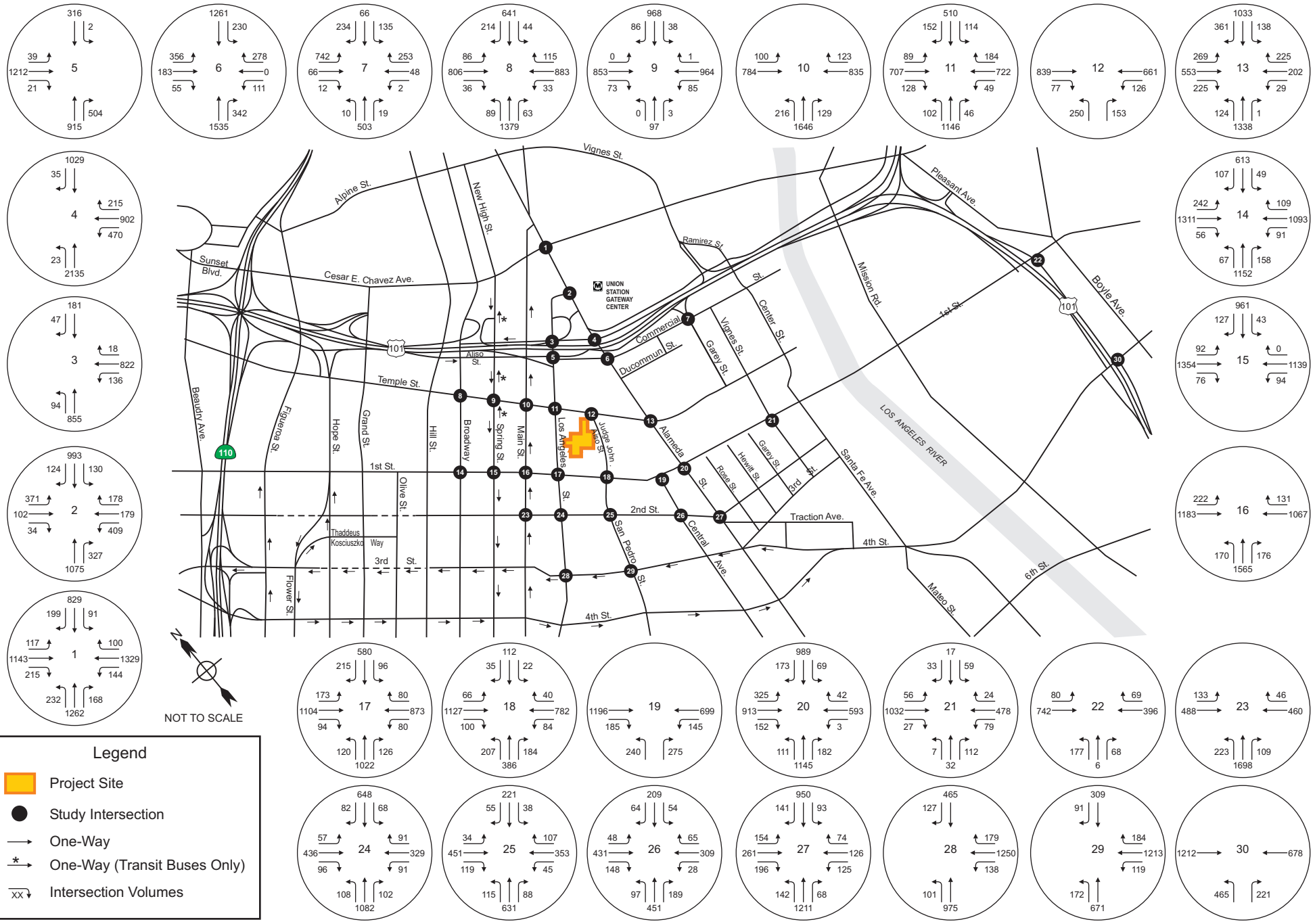


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Figure 10

Future 2018 Without Project AM Peak Hour Traffic Volumes



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Figure 11

Future 2018 Without Project PM Peak Hour Traffic Volumes

4. Project Traffic

This section summarizes the proposed Project's uses and the potential traffic generated by those uses. The technical assumptions including trip distribution patterns and traffic assignment are also discussed.

The Project is expected to have higher levels of transit usage and walking trips, and lower levels of vehicle trips due to the site's location within downtown Los Angeles, and more importantly being within walking distance to the Little Tokyo Gold Line Station, Civic Center Red and Purple Lines Station and in the immediate vicinity of several bus lines. In the future, the Metro Regional Connector would provide a major transit hub with connections to the Gold Line, Expo Line, Blue Line, and Metro subway providing more mobility for the site's employees and visitors.

4.1 Project Trip Generation

Trip generation for each of the Project alternatives was based on trip rates from the ITE *Trip Generation, 8th Edition* book. Due to the types of proposed land uses and the project site being located within downtown Los Angeles, the following vehicle trip reductions for the proposed Project are expected to occur:

- *Transit Reduction* takes into account the mode shift that is expected to occur as a result of the operation of the Metro Gold, Red and Purple Line rail system and bus transit. Based on information from Metro, existing public bus and commuter rail ridership for the Civic Center is approximately 32 percent. Per direction from LADOT staff, a 25% transit trip reduction was applied to the government office and retail uses within the Project. This reduction factor is consistent with the planning guidelines documented in the LADOT's "Traffic Study Policies and Procedures, May 2012" and was approved by LADOT staff.

- *Walk Adjustment* takes into account walking trips associated with pedestrian activity to and from the Project site and neighboring land uses. The Project is located in an area with a variety of uses which include retail, restaurants, offices, government facilities, and residential. A walk adjustment of 5% was applied to the government office and retail uses within the Project.

- *Internal Capture* takes into account internal trip making between office, retail and day care uses. A common example of this internal trip-making occurs at a multi-use development containing offices and shopping/service area. Some of the trips made by office workers to shops occur on site. These type of trips are defined as internal (i.e., "captured" within) the multi-use site. An internal trip capture of 10% for retail was applied. In addition, the proposed day care would be used exclusively for city employees of the project. Internal trip discounts of 80% inbound and 100% outbound during the AM peak hour and 100% inbound and 80% outbound during the PM peak hour are assumed. The remaining 20% inbound during the AM peak hour and 20% outbound during the PM peak hour are assumed to be employee trips from the day care.

- *CBD Adjustment* takes into account pass-by trips and capture from adjacent developments. These trips are existing trips passing by the site and would not be adding trips to the area. They would only be affecting Project driveways. An adjustment of 50% was applied to retail.

In addition, trip credit due to existing active uses on the site was also applied.

Tables 7, 8 and 9 summarize the trip generation estimates for Alternatives 1, 2 and 3, respectively.

Table 7: Trip Generation for Project Alternative 1

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates [a]										
Government Office Complex	733	1	k.s.f.	27.92	89%	11%	**2.21**	31%	69%	**2.85**
Shopping Center	820	1	k.s.f.	42.94	61%	39%	**1.00**	49%	51%	**3.73**
Day Care Center	565	1	k.s.f.	79.26	53%	47%	**12.26**	47%	53%	**12.46**
PROPOSED PROJECT USES										
Gross Trips (Proposed Project Uses)										
Government Office		237.5	k.s.f.	6,631	467	58	**525**	210	467	**677**
Retail		10.0	k.s.f.	429	7	3	**10**	19	18	**37**
Day Care		2.5	k.s.f.	198	17	14	**31**	15	16	**31**
Proposed Project Subtotal				7,258	491	75	**566**	244	501	**745**
Trip Credits (Proposed Project Uses)										
Transit Credit (25%) [b]										
Government Office				(1,658)	(117)	(15)	**(132)**	(53)	(117)	**(170)**
Retail				(107)	(2)	(1)	**(3)**	(5)	(5)	**(10)**
Transit Credit Subtotal				(1,765)	(119)	(16)	**(135)**	(58)	(122)	**(180)**
Walk Credit 5% [c]										
Government Office				(332)	(23)	(3)	**(26)**	(11)	(23)	**(34)**
Retail				(21)	0	0	**0**	(1)	(1)	**(2)**
Walk Credit Subtotal				(353)	(23)	(3)	**(26)**	(12)	(24)	**(36)**
Internal Capture [d]										
Retail (10%)				(43)	(1)	0	**(1)**	(2)	(2)	**(4)**
Day Care [e]				(178)	(14)	(14)	**(28)**	(15)	(13)	**(28)**
Internal Capture Subtotal				(221)	(15)	(14)	**(29)**	(17)	(15)	**(32)**
CBD Adjustment [f]										
Retail (50%)				(129)	(2)	(1)	**(3)**	(6)	(5)	**(11)**
CBD Adjustment Subtotal				(129)	(2)	(1)	**(3)**	(6)	(5)	**(11)**
Net Trips (Proposed Project Uses)										
Government Office				4,641	327	40	**367**	146	327	**473**
Retail				129	2	1	**3**	5	5	**10**
Day Care				20	3	0	**3**	0	3	**3**
NET TOTAL (Proposed Project Uses)				4,790	332	41	**373**	151	335	**486**
EXISTING USES (TO BE REMOVED)										
Gross Trips (Existing Uses)										
LAPD Scientific Investigation Division		44.109	k.s.f.	1,232	86	11	**97**	39	87	**126**
Trip Credits (Existing Uses)										
Transit Credit (25%) [b]				(308)	(22)	(3)	**(25)**	(10)	(22)	**(32)**
Walk Credit 5% [c]				(62)	(4)	(1)	**(5)**	(2)	(4)	**(6)**
Net Trips (Existing Uses)										
NET TOTAL (Existing Uses To Be Removed)				862	60	7	**67**	27	61	**88**
NET PROJECT TRIP GENERATION TOTAL				3,928	272	34	**306**	124	274	**398**

[a] Source: Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition* .

[b] 25% credit based on existing public bus and commuter rail ridership data for the City of Los Angeles Civic Center.

[c] Walk credit takes into account walking trips associated with pedestrian activity to/from the Project site and neighboring land uses.

[d] Internal capture takes into account internal trip making between retail and office uses.

[e] The proposed day care would be used exclusively for city employees of the project. Internal trip discounts of 80% inbound and 100% outbound during the AM peak hour and 100% inbound and 80% outbound during the PM peak hour are assumed. The remaining 20% inbound during the AM peak hour and 20% outbound during the PM peak hour are assumed to be employee trips from the day care.

[f] The CBD adjustment accounts for pass-by trips and capture from neighboring developments. These trips are existing trips passing by the site and would not add trips to the area. A 50% pass-by trip credit was applied per LADOT Traffic Study Policies & Procedures.

Table 8: Trip Generation for Project Alternative 2

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates [a]										
Government Office Complex	733	1	k.s.f.	27.92	89%	11%	**2.21**	31%	69%	**2.85**
Shopping Center	820	1	k.s.f.	42.94	61%	39%	**1.00**	49%	51%	**3.73**
Day Care Center	565	1	k.s.f.	79.26	53%	47%	**12.26**	47%	53%	**12.46**
PROPOSED PROJECT USES										
Gross Trips (Proposed Project Uses)										
Government Office		475.0	k.s.f.	13,262	935	115	**1,050**	420	934	**1,354**
Retail		22.5	k.s.f.	966	15	8	**23**	42	42	**84**
Day Care		2.5	k.s.f.	198	17	14	**31**	15	16	**31**
Proposed Project Subtotal				14,426	967	137	**1,104**	477	992	**1,469**
Trip Credits (Proposed Project Uses)										
Transit Credit (25%) [b]										
Government Office				(3,316)	(234)	(29)	**(263)**	(105)	(234)	**(339)**
Retail				(242)	(4)	(2)	**(6)**	(11)	(11)	**(22)**
Transit Credit Subtotal				(3,558)	(238)	(31)	**(269)**	(116)	(245)	**(361)**
Walk Credit 5% [c]										
Government Office				(663)	(47)	(6)	**(53)**	(21)	(47)	**(68)**
Retail				(48)	(1)	0	**(1)**	(2)	(2)	**(4)**
Walk Credit Subtotal				(711)	(48)	(6)	**(54)**	(23)	(49)	**(72)**
Internal Capture [d]										
Retail (10%)				(97)	(2)	(1)	**(3)**	(4)	(4)	**(8)**
Day Care [e]				(178)	(14)	(14)	**(28)**	(15)	(13)	**(28)**
Internal Capture Subtotal				(275)	(16)	(15)	**(31)**	(19)	(17)	**(36)**
CBD Adjustment [f]										
Retail (50%)				(290)	(4)	(3)	**(7)**	(13)	(13)	**(26)**
CBD Adjustment Subtotal				(290)	(4)	(3)	**(7)**	(13)	(13)	**(26)**
Net Trips (Proposed Project Uses)										
Government Office				9,283	654	80	**734**	294	653	**947**
Retail				289	4	2	**6**	12	12	**24**
Day Care				20	3	0	**3**	0	3	**3**
NET TOTAL (Proposed Project Uses)				9,592	661	82	**743**	306	668	**974**
EXISTING USES (TO BE REMOVED)										
Gross Trips (Existing Uses)										
LAPD Scientific Investigation Division		44.109	k.s.f.	1,232	86	11	**97**	39	87	**126**
Trip Credits (Existing Uses)										
Transit Credit (25%) [b]				(308)	(22)	(3)	**(25)**	(10)	(22)	**(32)**
Walk Credit 5% [c]				(62)	(4)	(1)	**(5)**	(2)	(4)	**(6)**
Net Trips (Existing Uses)										
NET TOTAL (Existing Uses To Be Removed)				862	60	7	**67**	27	61	**88**
NET PROJECT TRIP GENERATION TOTAL				8,730	601	75	**676**	279	607	**886**

[a] Source: Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition*.

[b] 25% credit based on existing public bus and commuter rail ridership data for the City of Los Angeles Civic Center.

[c] Walk credit takes into account walking trips associated with pedestrian activity to/from the Project site and neighboring land uses.

[d] Internal capture takes into account internal trip making between retail and office uses.

[e] The proposed day care would be used exclusively for city employees of the project. Internal trip discounts of 80% inbound and 100% outbound during the AM peak hour and 100% inbound and 80% outbound during the PM peak hour are assumed. The remaining 20% inbound during the AM peak hour and 20% outbound during the PM peak hour are assumed to be employee trips from the day care.

[f] The CBD adjustment accounts for pass-by trips and capture from neighboring developments. These trips are existing trips passing by the site and would not add trips to the area. A 50% pass-by trip credit was applied per LADOT Traffic Study Policies & Procedures.

Table 9: Trip Generation for Project Alternative 3

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates [a]										
Government Office Complex	733	1	k.s.f.	27.92	89%	11%	**2.21**	31%	69%	**2.85**
Shopping Center	820	1	k.s.f.	42.94	61%	39%	**1.00**	49%	51%	**3.73**
Day Care Center	565	1	k.s.f.	79.26	53%	47%	**12.26**	47%	53%	**12.46**
PROPOSED PROJECT USES										
Gross Trips (Proposed Project Uses)										
Government Office		712.5	k.s.f.	19,893	1,402	173	**1,575**	630	1,401	**2,031**
Retail		35.0	k.s.f.	1,503	22	13	**35**	65	66	**131**
Day Care		2.5	k.s.f.	198	17	14	**31**	15	16	**31**
Proposed Project Subtotal				21,594	1,441	200	**1,641**	710	1,483	**2,193**
Trip Credits (Proposed Project Uses)										
Transit Credit (25%) [b]										
Government Office				(4,973)	(351)	(43)	**(394)**	(158)	(350)	**(508)**
Retail				(376)	(6)	(3)	**(9)**	(16)	(17)	**(33)**
Transit Credit Subtotal				(5,349)	(357)	(46)	**(403)**	(174)	(367)	**(541)**
Walk Credit 5% [c]										
Government Office				(995)	(70)	(9)	**(79)**	(32)	(70)	**(102)**
Retail				(75)	(1)	(1)	**(2)**	(3)	(3)	**(6)**
Walk Credit Subtotal				(1,070)	(71)	(10)	**(81)**	(35)	(73)	**(108)**
Internal Capture [d]										
Retail (10%)				(150)	(2)	(1)	**(3)**	(7)	(7)	**(14)**
Day Care [e]				(178)	(14)	(14)	**(28)**	(15)	(13)	**(28)**
Internal Capture Subtotal				(328)	(16)	(15)	**(31)**	(22)	(20)	**(42)**
CBD Adjustment [f]										
Retail (50%)				(451)	(7)	(4)	**(11)**	(20)	(20)	**(40)**
CBD Adjustment Subtotal				(451)	(7)	(4)	**(11)**	(20)	(20)	**(40)**
Net Trips (Proposed Project Uses)										
Government Office				13,925	981	121	**1,102**	440	981	**1,421**
Retail				451	6	4	**10**	19	19	**38**
Day Care				20	3	0	**3**	0	3	**3**
NET TOTAL (Proposed Project Uses)				14,396	990	125	**1,115**	459	1,003	**1,462**
EXISTING USES (TO BE REMOVED)										
Gross Trips (Existing Uses)										
LAPD Scientific Investigation Division		44.109	k.s.f.	1,232	86	11	**97**	39	87	**126**
Trip Credits (Existing Uses)										
Transit Credit (25%) [b]				(308)	(22)	(3)	**(25)**	(10)	(22)	**(32)**
Walk Credit 5% [c]				(62)	(4)	(1)	**(5)**	(2)	(4)	**(6)**
Net Trips (Existing Uses)										
NET TOTAL (Existing Uses To Be Removed)				862	60	7	**67**	27	61	**88**
NET PROJECT TRIP GENERATION TOTAL				13,534	930	118	**1,048**	432	942	**1,374**

[a] Source: Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition* .

[b] 25% credit based on existing public bus and commuter rail ridership data for the City of Los Angeles Civic Center.

[c] Walk credit takes into account walking trips associated with pedestrian activity to/from the Project site and neighboring land uses.

[d] Internal capture takes into account internal trip making between retail and office uses.

[e] The proposed day care would be used exclusively for city employees of the project. Internal trip discounts of 80% inbound and 100% outbound during the AM peak hour and 100% inbound and 80% outbound during the PM peak hour are assumed. The remaining 20% inbound during the AM peak hour and 20% outbound during the PM peak hour are assumed to be employee trips from the day care.

[f] The CBD adjustment accounts for pass-by trips and capture from neighboring developments. These trips are existing trips passing by the site and would not add trips to the area. A 50% pass-by trip credit was applied per LADOT Traffic Study Policies & Procedures.

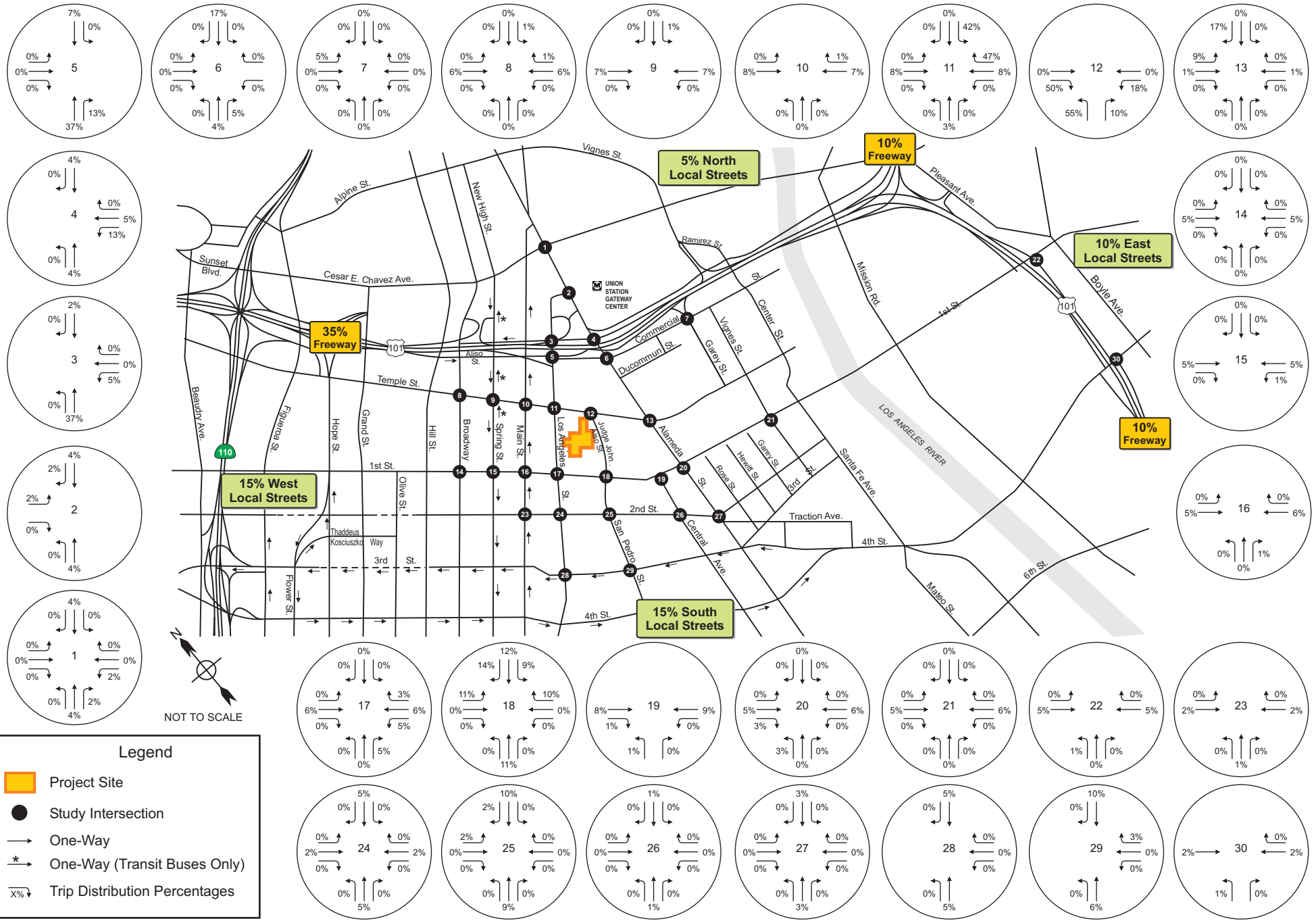
It should be noted that the potential tenants of the proposed development are expected to be existing city tenant departments that would be relocated to the Project site. The tenant departments that would occupy the site has not been confirmed at this time and will depend on the future needs of the City. The traffic study assumes that the Project will develop land uses that generate new trips, and does not take into account traffic shifts due to the tenant relocation. Thus, the traffic study provides a conservative assessment of project impacts.

4.2 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 locations of other land uses to which project trips would originate or terminate. Figure 12 illustrates the trip distribution percentages that were used to assign Project traffic.

4.3 Project Trip Assignment

Based on the trip generation and distribution assumptions described above, Project traffic was assigned onto the roadway system based on driveway locations and the availability of local roadways to access the regional highway system. The net Project-only AM and PM peak hour trip assignments are illustrated in Figures 13 and 14 for Alternative 1, in Figures 15 and 16 for Alternative 2, and in Figures 17 and 18 for Alternative 3.

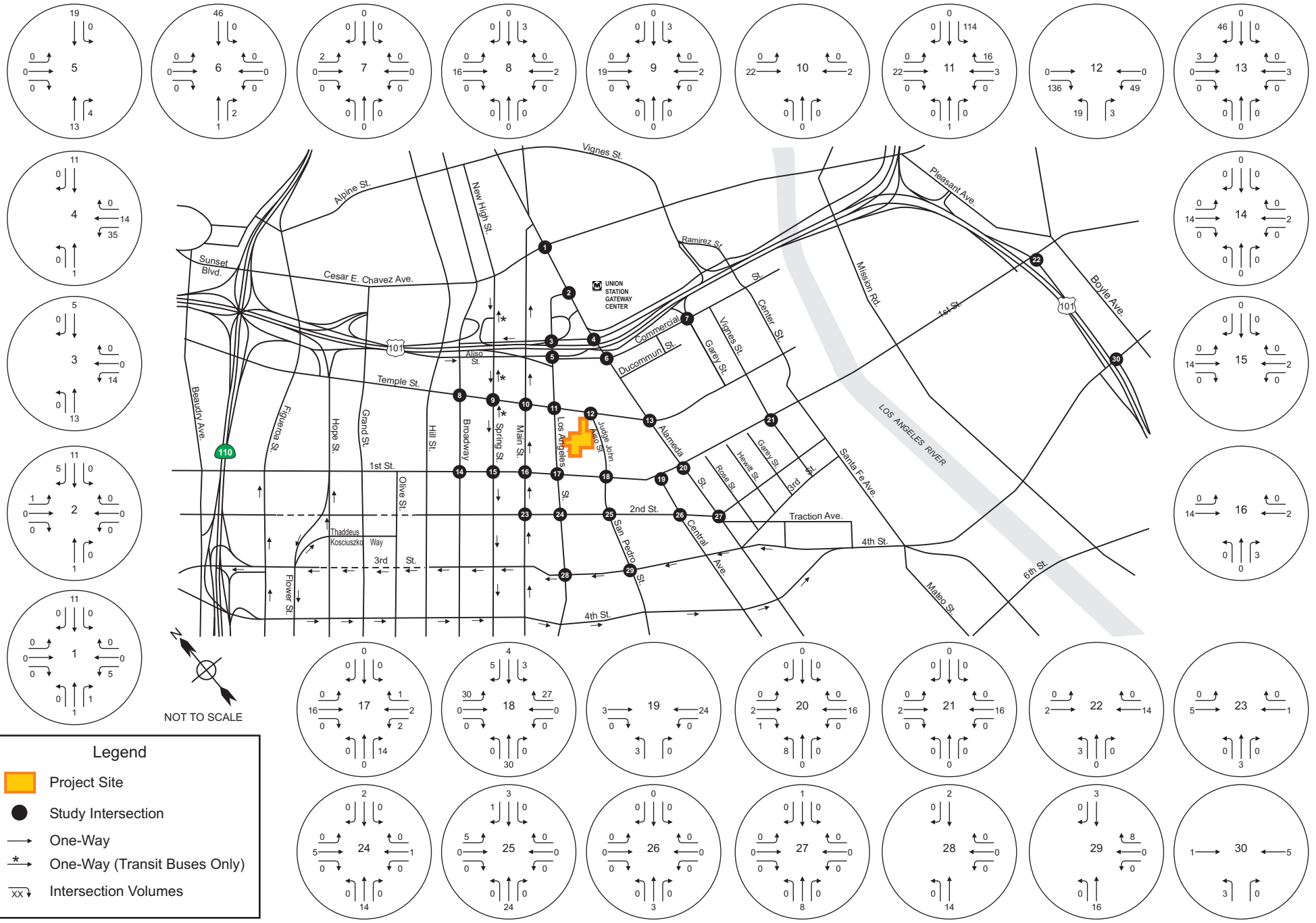


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Figure 12

Project Trip Distribution

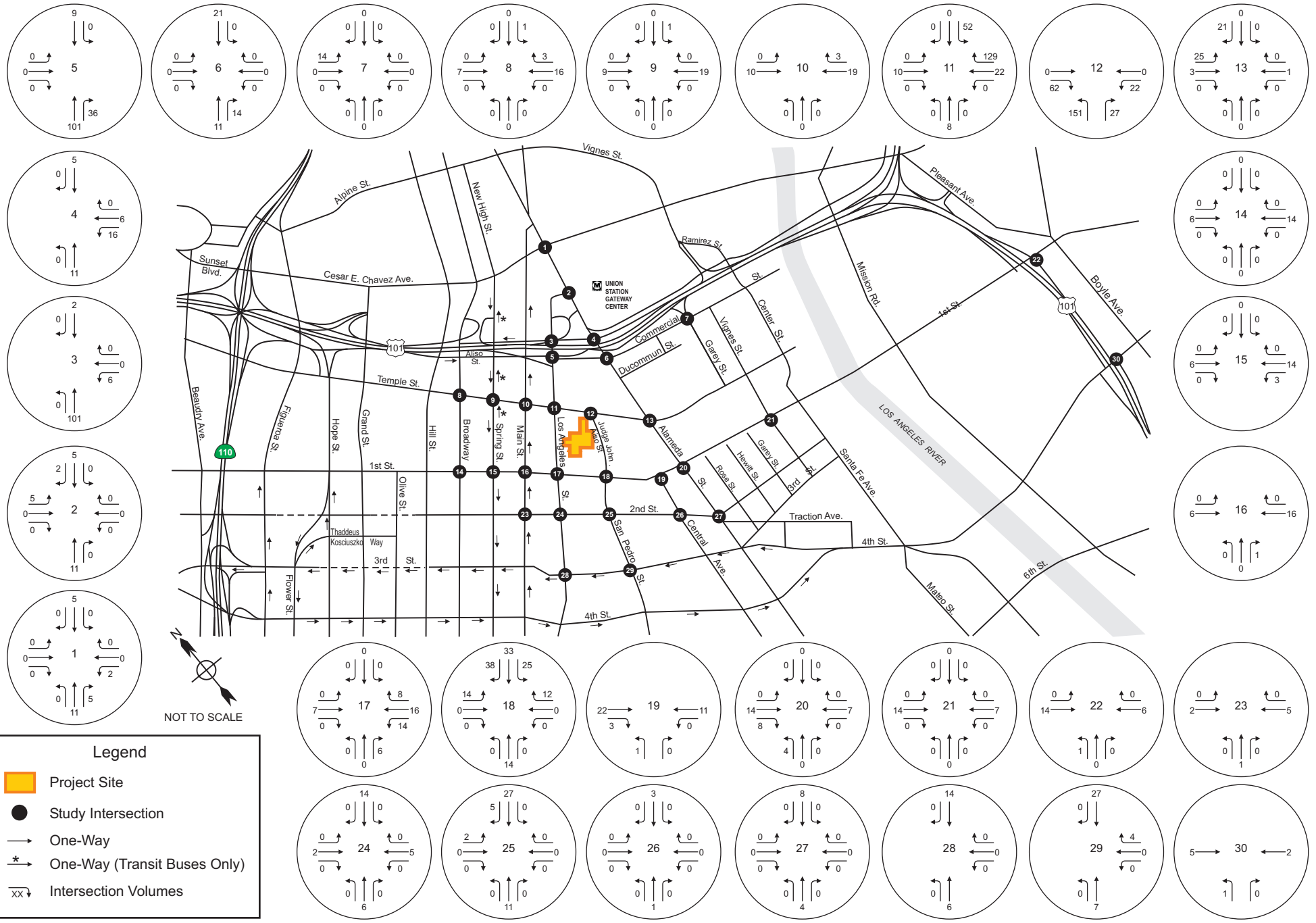


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Figure 13

Net Project Only AM Peak Hour Traffic Volumes (Alternative 1)

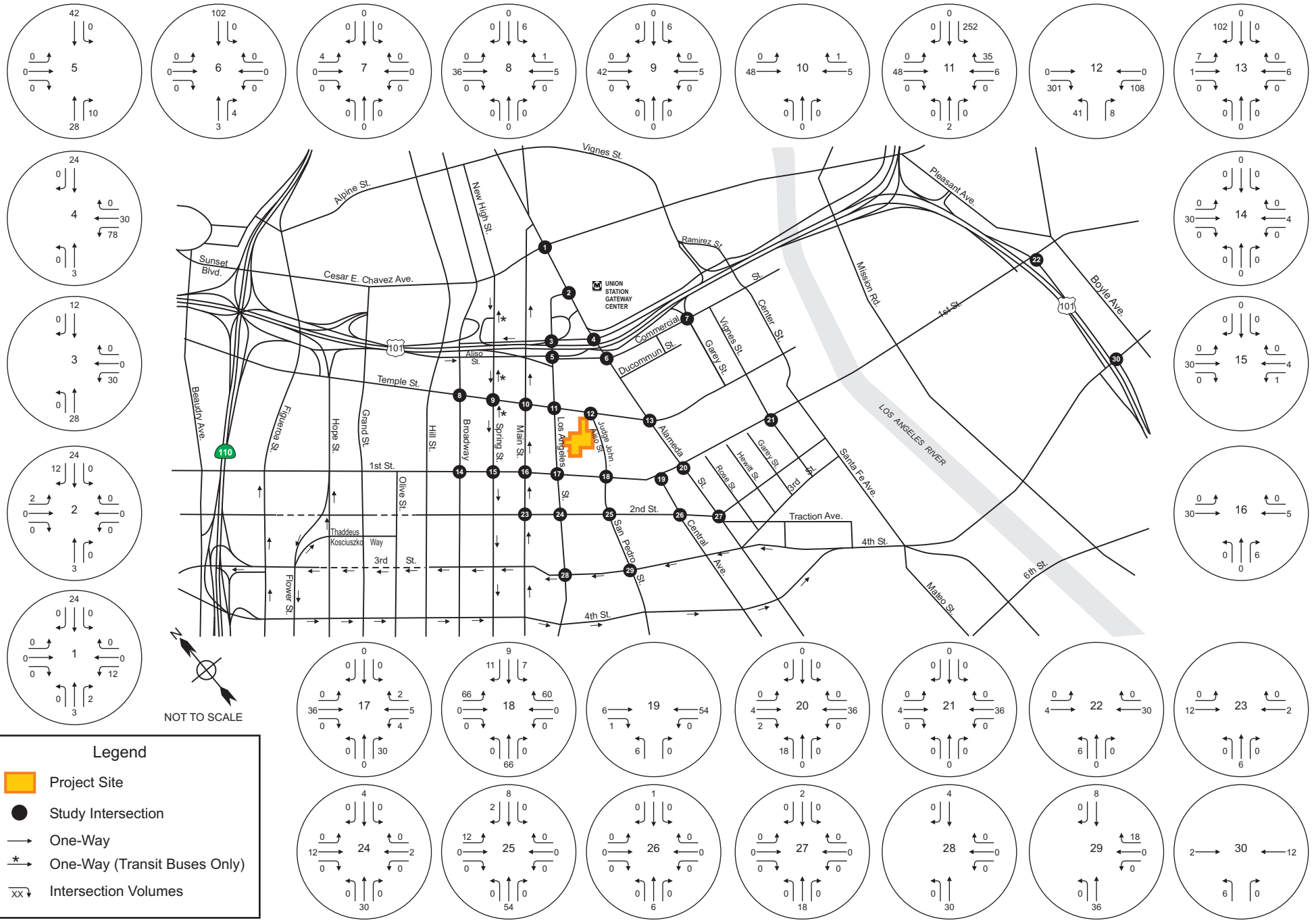


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Figure 14

Net Project Only PM Peak Hour Traffic Volumes (Alternative 1)



Legend

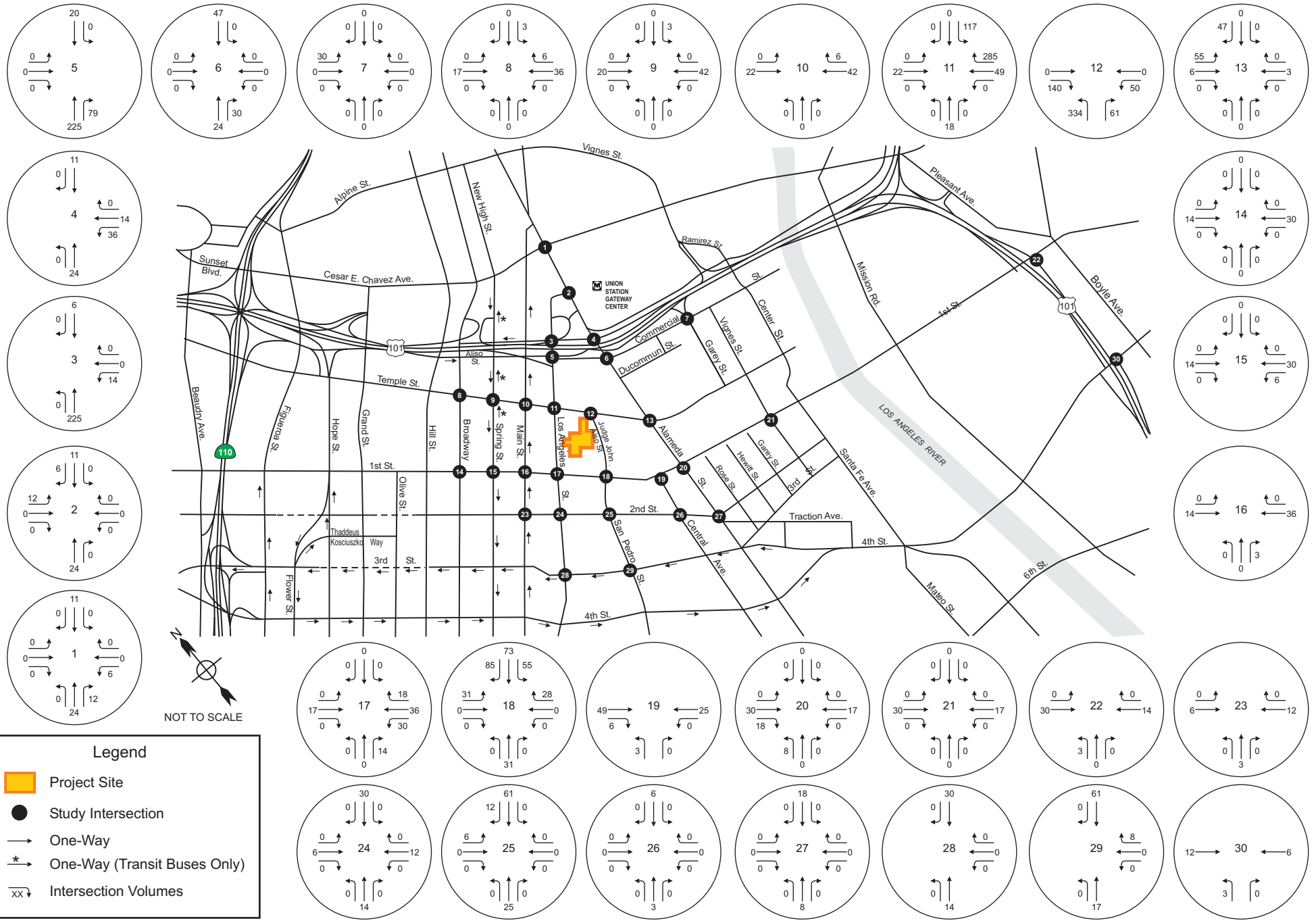
- Project Site
- Study Intersection
- One-Way
- One-Way (Transit Buses Only)
- Intersection Volumes

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Figure 15

Net Project Only AM Peak Hour Traffic Volumes (Alternative 2)

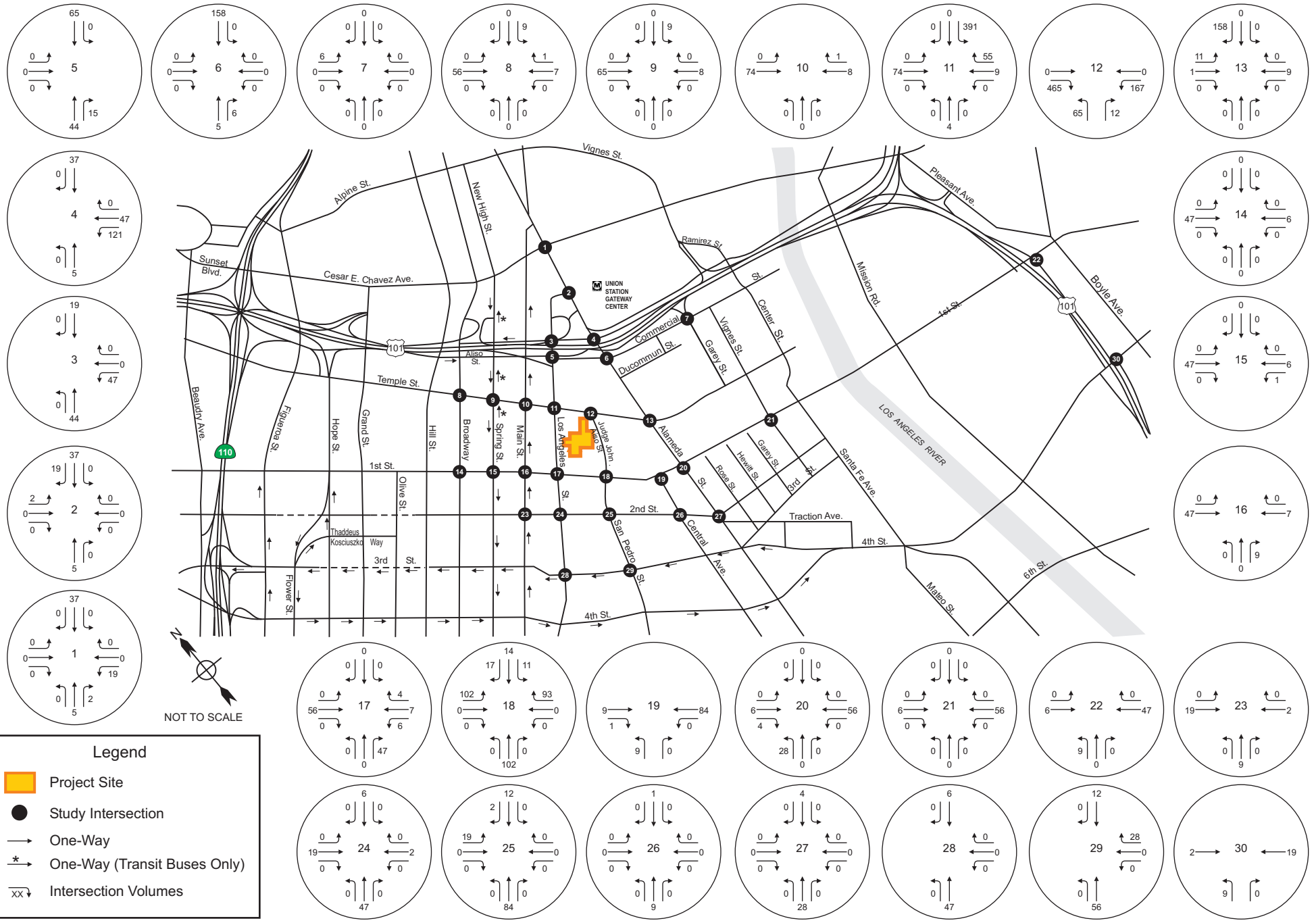


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Figure 16

Net Project Only PM Peak Hour Traffic Volumes (Alternative 2)

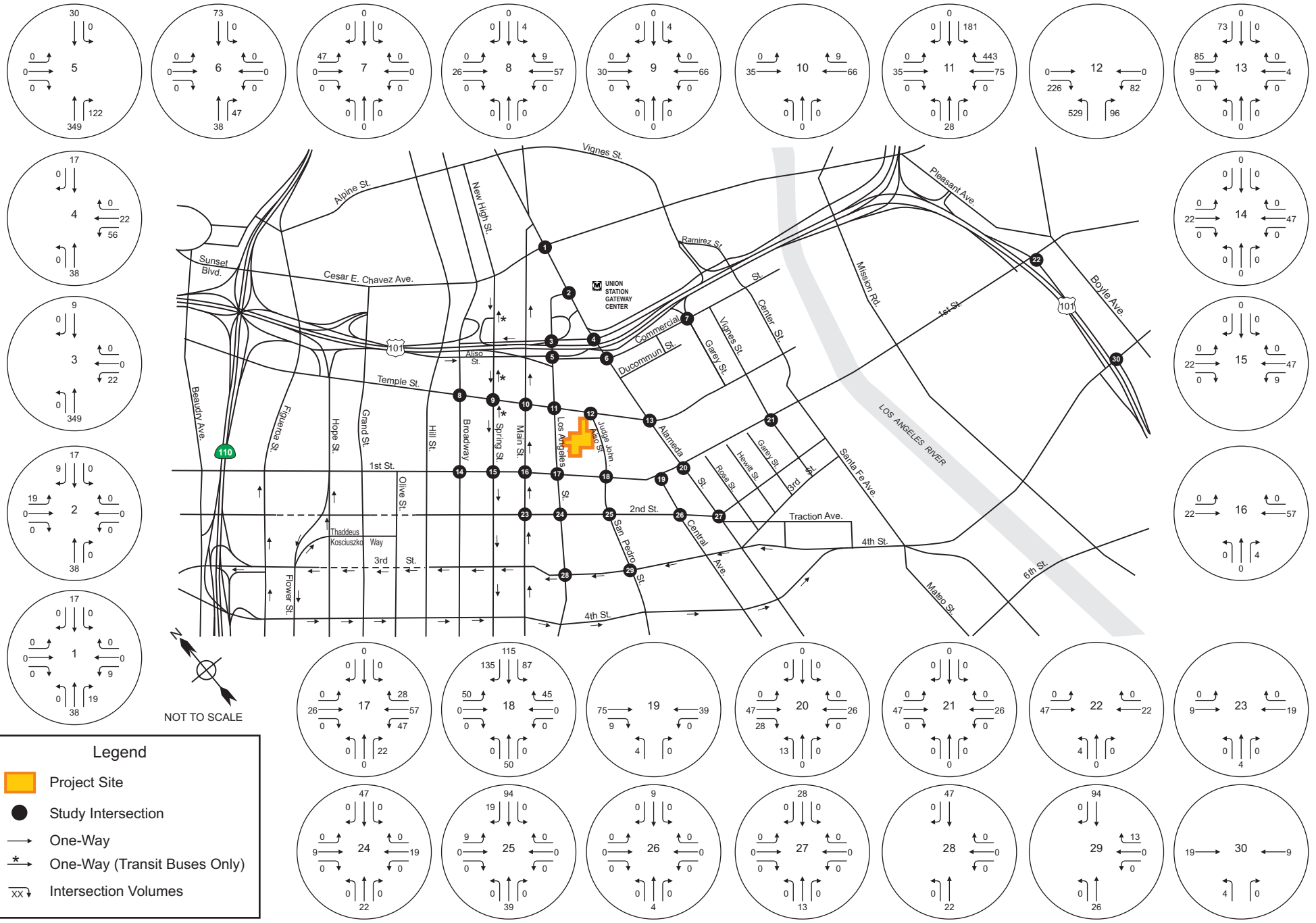


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Figure 17

Net Project Only AM Peak Hour Traffic Volumes (Alternative 3)



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Figure 18

Net Project Only PM Peak Hour Traffic Volumes (Alternative 3)

5. Future (2018) With Project

This section documents future traffic conditions at the study intersections with the addition of Project-generated traffic.

5.1 Future With Project Traffic Volumes

Traffic volumes for this scenario were derived by superimposing the Project-only trips onto the future without Project forecasts. Figures 19 and 20 illustrate the future with Project Alternative 1 traffic volumes for the AM and PM peak hours, respectively. Figures 21 and 22 illustrate the future 2018 with Project Alternative 2 traffic volumes for the AM and PM peak hours, respectively. Finally, Figures 23 and 24 illustrate the future with Project Alternative 3 traffic volumes for the AM and PM peak hours, respectively.

5.2 Peak Hour Intersection Level-of-Service

Based on the traffic forecast parameters discussed, the future with Project (Alternatives 1, 2 and 3) peak hour level-of-service analysis was conducted at the 30 study intersections. The level-of-service worksheets are provided in Appendices D, E and F for Alternatives 1, 2 and 3, respectively.

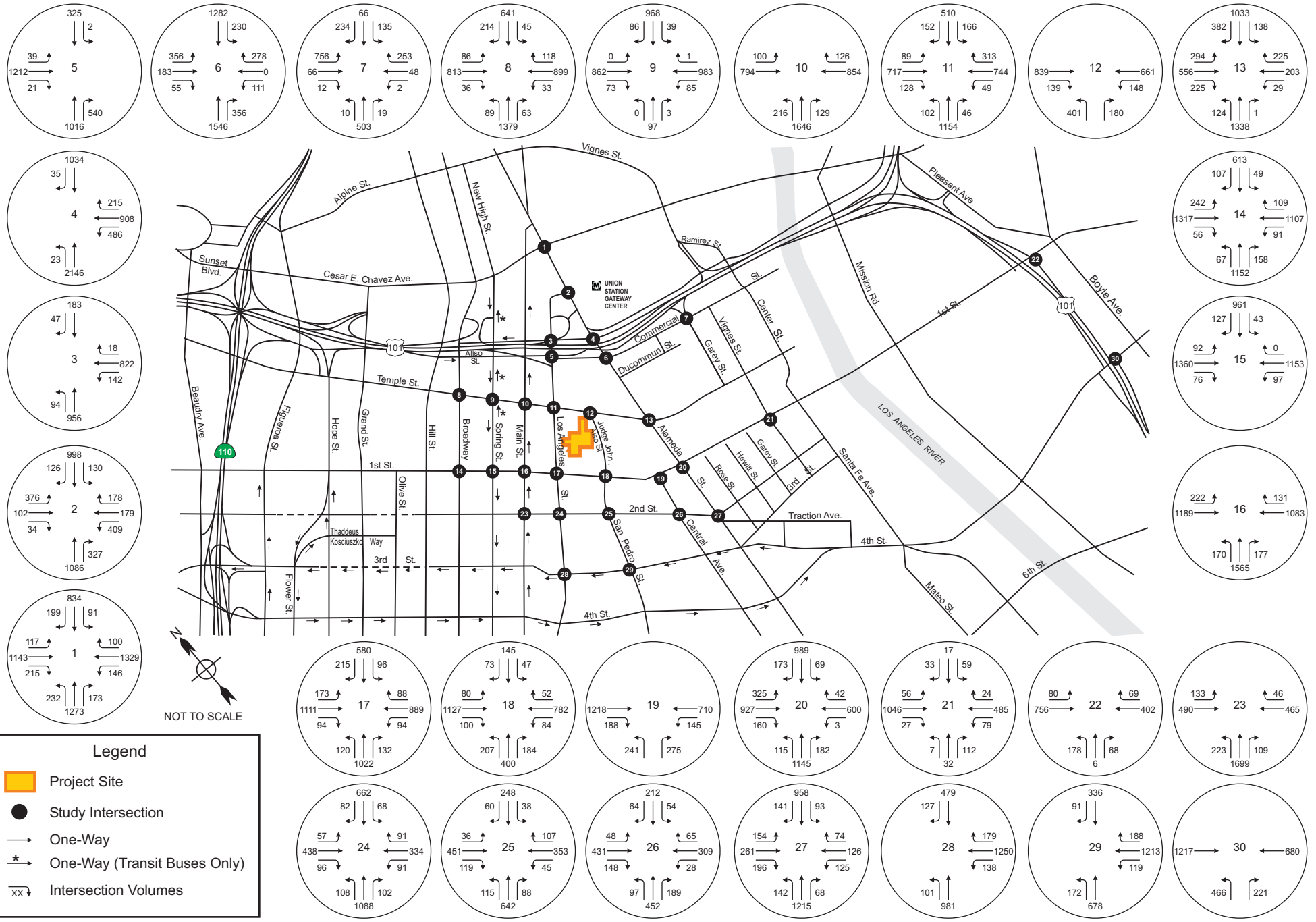
Table 10 summarizes the results of the level-of-service analysis. As shown in this table, all of the study intersections are projected to operate at LOS D or better during both the AM and PM peak hours for future with Project Alternative 1 and Alternative 2 conditions. For future with Project Alternative 3 conditions, all of the study intersections are also projected to operate at LOS D or better during the AM and PM peak hours, with the exception of the following intersection: which is anticipated to operate at LOS E during the PM peak hour.

- Alameda Street and Temple Street – LOS E during the PM peak hour (Alternative 3 only)

Table 10: Future 2018 With Project Peak Hour Level-of-Service Summary

No.	Study Intersection	Project Alternative 1				Project Alternative 2				Project Alternative 3			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Alameda Street & Cesar E. Chavez Avenue	0.744	C	0.841	D	0.748	C	0.847	D	0.757	C	0.854	D
2	Alameda Street & Los Angeles Street	0.472	A	0.785	C	0.477	A	0.791	C	0.482	A	0.797	C
3	Los Angeles Street & Arcadia Street	0.381	A	0.437	A	0.387	A	0.480	A	0.393	A	0.523	A
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.647	B	0.687	B	0.655	B	0.696	B	0.664	B	0.705	C
5	Los Angeles Street & Aliso Street	0.267	A	0.544	A	0.275	A	0.573	A	0.282	A	0.605	B
6	Alameda Street/Aliso Street & Commercial Street	0.588	A	0.755	C	0.601	B	0.759	C	0.614	B	0.762	C
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.331	A	0.681	B	0.332	A	0.688	B	0.333	A	0.694	B
8	Broadway & Temple Street	0.709	C	0.715	C	0.715	C	0.725	C	0.722	C	0.734	C
9	Spring Street & Temple Street	0.560	A	0.524	A	0.569	A	0.527	A	0.578	A	0.532	A
10	Main Street & Temple Street	0.268	A	0.641	B	0.269	A	0.650	B	0.271	A	0.660	B
11	Los Angeles Street & Temple Street	0.597	A	0.710	C	0.699	B	0.761	C	0.801	D	0.867	D
12	Judge John Aiso Street & Temple Street	0.350	A	0.472	A	0.453	A	0.583	A	0.565	A	0.705	C
13	Alameda Street & Temple Street	0.608	B	0.865	D	0.613	B	0.887	D	0.616	B	0.909	E
14	Broadway & 1st Street	0.653	B	0.800	C	0.654	B	0.805	D	0.654	B	0.811	D
15	Spring Street & 1st Street	0.573	A	0.680	B	0.574	A	0.685	B	0.574	A	0.690	B
16	Main Street & 1st Street	0.462	A	0.842	D	0.464	A	0.849	D	0.464	A	0.856	D
17	Los Angeles Street & 1st Street	0.551	A	0.782	C	0.553	A	0.799	C	0.553	A	0.815	D
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.405	A	0.599	A	0.443	A	0.694	B	0.481	A	0.721	C
19	Central Avenue & 1st Street	0.337	A	0.626	B	0.340	A	0.637	B	0.343	A	0.648	B
20	Alameda Street & 1st Street	0.676	B	0.789	C	0.690	B	0.793	C	0.704	C	0.796	C
21	Vignes Street & 1st Street	0.417	A	0.744	C	0.425	A	0.753	C	0.433	A	0.762	C
22	US-101 NB Ramps & 1st Street	0.515	A	0.523	A	0.528	A	0.535	A	0.541	A	0.547	A
23	Main Street & 2nd Street	0.358	A	0.757	C	0.359	A	0.761	C	0.364	A	0.767	C
24	Los Angeles Street & 2nd Street	0.543	A	0.759	C	0.548	A	0.764	C	0.553	A	0.769	C
25	San Pedro Street & 2nd Street	0.412	A	0.579	A	0.414	A	0.583	A	0.415	A	0.588	A
26	Central Avenue & 2nd Street	0.445	A	0.587	A	0.445	A	0.587	A	0.445	A	0.589	A
27	Alameda Street & 2nd Street	0.518	A	0.687	B	0.518	A	0.688	B	0.519	A	0.689	B
28	Los Angeles Street & 3rd Street	0.612	B	0.679	B	0.613	B	0.682	B	0.613	B	0.685	B
29	San Pedro Street & 3rd Street	0.551	A	0.411	A	0.555	A	0.423	A	0.557	A	0.434	A
30	US-101 NB Off-ramp & 4th Street	0.703	C	0.400	A	0.705	C	0.402	A	0.709	C	0.403	A


Vignes St.
Alpine St.
New High St.
Pleasant Ave.
Ramirez St.
Sunset Blvd.
Cesar E. Chavez Ave.
UNION STATION GATEWAY CENTER
Commercial St.
Ducommun St.
Garey St.
Vignes St.
Center St.
Mission Rd
1st St.
Boyle Ave
101
Aliso St.
Temple St.
Beaudry Ave.
Figueroa St.
Hope St.
Grand St.
Hill St.
Broadway
Spring St.
Main St.
Los Angeles St.
Judge John Aiso St.
Alameda St.
LOS ANGELES RIVER
Santa Fe Ave.
Rose St.
Hewitt St.
3rd St.
110
1st St.
Olive St.
2nd St.
Traction Ave.
4th St.
6th St.
Mateo St.
Central Ave.
San Pedro St.
Thaddeus Kosciuszko Way
3rd St.
Flower St.
4th St.
NOT TO SCALE
Legend
Project Site
Study Intersection
One-Way
One-Way (Transit Buses Only)
Intersection Volumes



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Figure 20

Future 2018 With Project (Alternative 1) PM Peak Hour Traffic Volumes

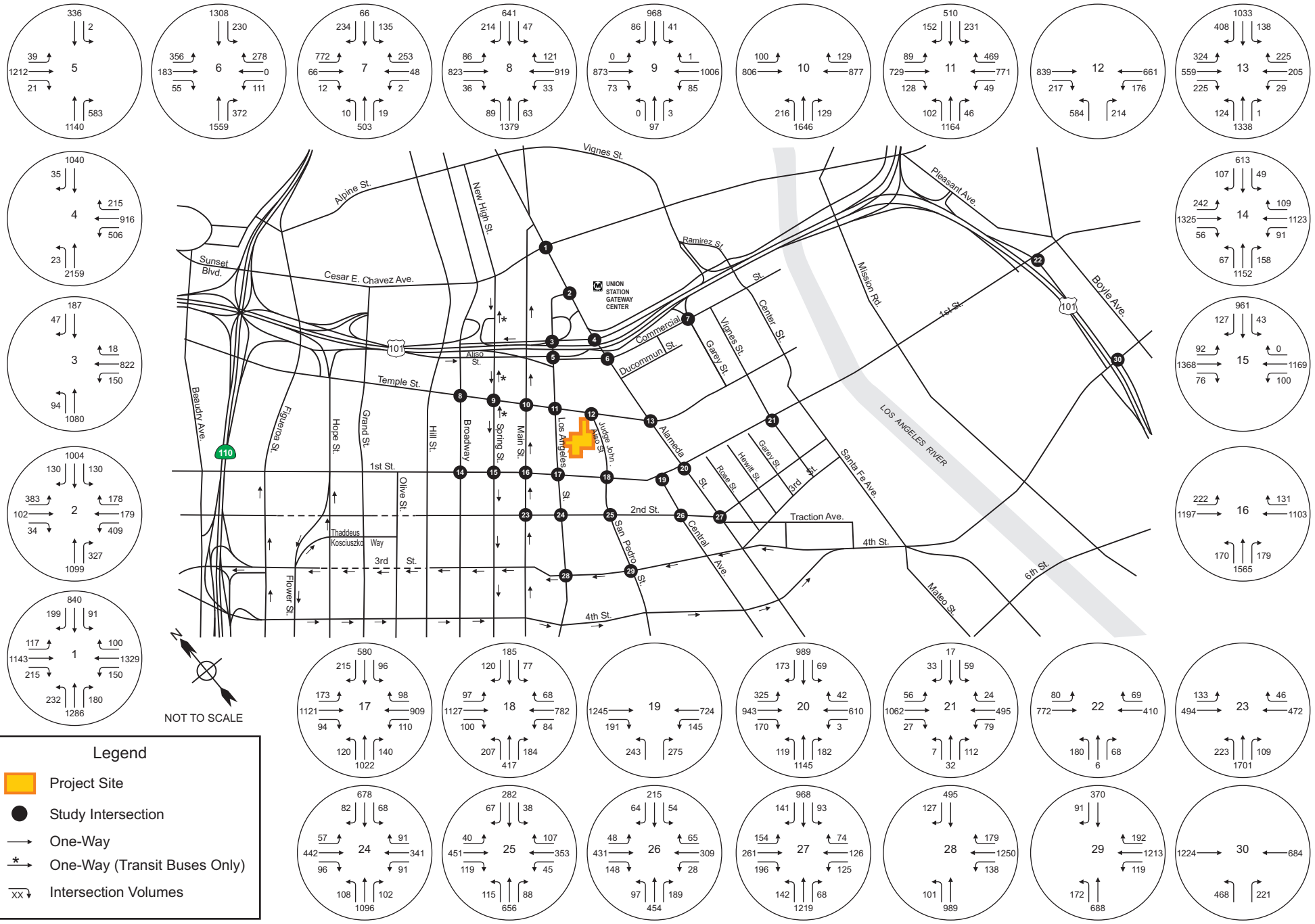


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Figure 21

Future 2018 With Project (Alternative 2) AM Peak Hour Traffic Volumes



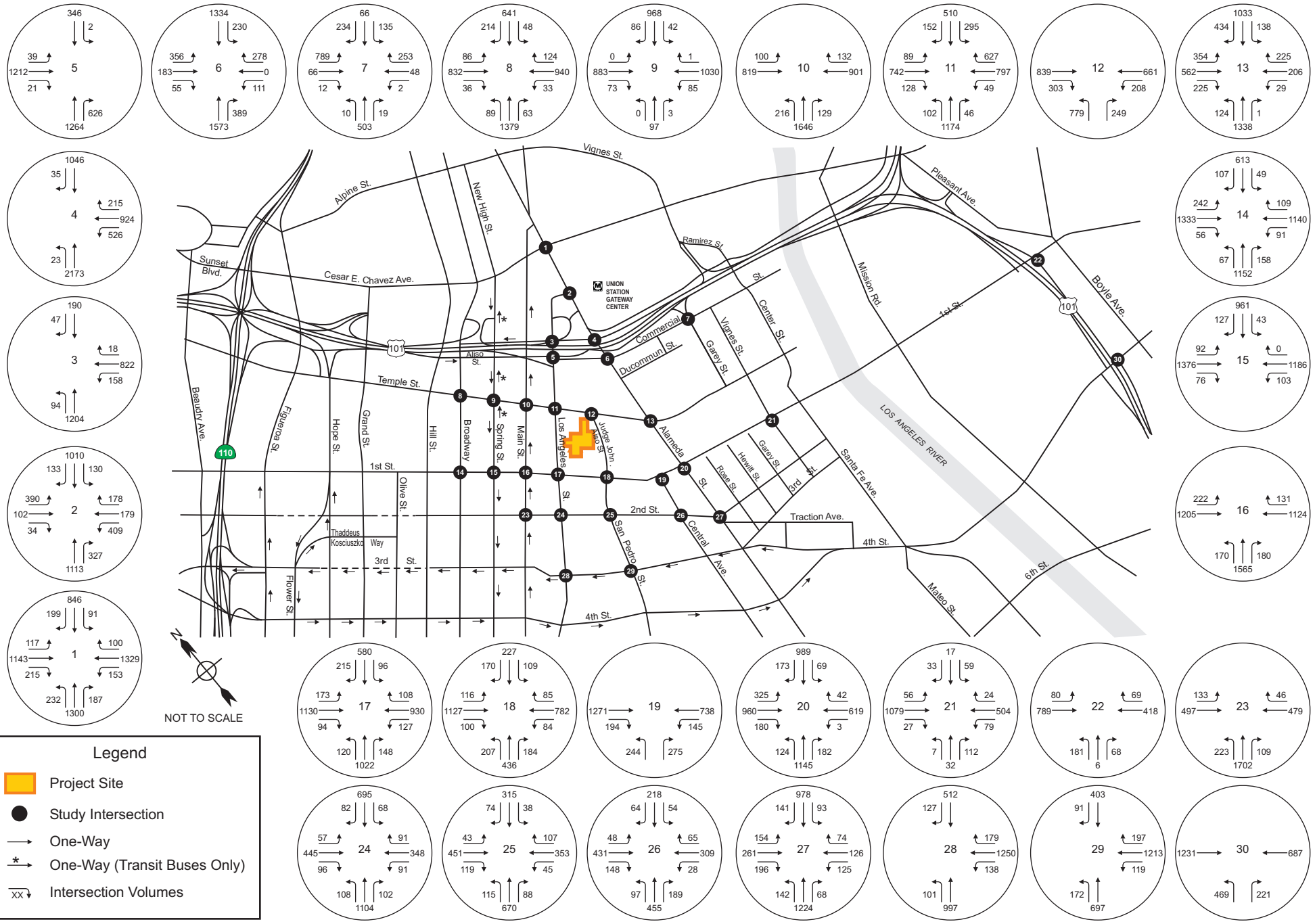
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Figure 22

Future 2018 With Project (Alternative 2) PM Peak Hour Traffic Volumes


Vignes St.
Alpine St.
New High St.
Pleasant Ave.
Ramirez St.
Sunset Blvd.
Cesar E. Chavez Ave.
UNION STATION GATEWAY CENTER
Commercial St.
Ducommun St.
Garey St.
Vignes St.
Center St.
Mission Rd
1st St.
Boyle Ave
101
Alameda St.
Los Angeles St.
Judge John Aiso St.
Spring St.
Main St.
Broadway
Hill St.
Grand St.
Hope St.
Figueroa St.
Beaudry Ave.
Temple St.
1st St.
2nd St.
3rd St.
4th St.
6th St.
Olive St.
Hewitt St.
Rose St.
Santa Fe Ave.
LOS ANGELES RIVER
San Pedro St.
Central Ave.
Traction Ave.
Mateo St.
Thaddeus Kosciuszko Way
110
NOT TO SCALE
Legend
Project Site
Study Intersection
One-Way
One-Way (Transit Buses Only)
Intersection Volumes
KOA CORPORATION
PLANNING & ENGINEERING
LA Street Civic Building EIR
Figure 23
Future 2018 With Project (Alternative 3) AM Peak Hour Traffic Volumes



KOA CORPORATION
PLANNING & ENGINEERING

LA Street Civic Building EIR

Figure 24

Future 2018 With Project (Alternative 3) PM Peak Hour Traffic Volumes

6. Project Traffic Impacts and Mitigation Measures

6.1 Determination of Traffic Impacts

Tables 11, 12 and 13 display a comparison of all future study scenarios. Traffic impacts created by the Project were calculated by subtracting the V/C values in the "Future With Project" column from the values in the "Future Without Project" column.

Based on LADOT's significant impact thresholds, Project Alternatives 1, 2 and 3 are projected to create significant traffic impacts at one, two and six study intersections, respectively. Table 14 summarizes the study intersection locations that are projected to be significantly impacted by Project traffic.

6.2 Proposed Mitigation Measures

The mitigation measures that have been identified for the Project include Transportation Demand Management (TDM) measures, transit connectivity measures and a variety of aggressive, non-traditional measures to maximize mobility. These measures will include strategies that will increase the attractiveness of transit and non-motorized modes by offering services and strategies that offer flexible, cost effective options to driving or owning a car. In addition, there are also some improvements available to implement traffic signal system upgrades to adjacent traffic signals.

LADOT's current policies and procedures on the preparation of traffic impact studies promote the goals of State Assembly Bill 32 which support improvements that reduce greenhouse gas emissions. According to LADOT, TDM has the highest priority when considering transportation mitigations for a project. The applicant is proposing to implement comprehensive TDM and transit connectivity strategies in order to reduce additional project vehicle trips that would minimize traffic related impacts of the Project. The TDM plan will promote the City's policies through strategies that reduce vehicular use by Project employees and other users of the site (e.g. visitors) during peak periods to include transit and pedestrian-friendly amenities such as safe and walkable sidewalks.

The goal of a TDM program is to help mitigate the traffic impacts of a project. The purpose of the program is to identify effective measures that will reduce the number of automobile trips to/from the site. Typical measures include, but are not limited to, carpools, vanpools, public transit, walking and bicycles. There is no single, definitive recipe for success. The same strategies do not always work at different sites. The location of the site and the characteristics of the area can strongly influence the effectiveness and ultimate success of a TDM program. Similarly, the effort or vigor with which the program is operated can also affect its success or lack thereof. Studies have shown the most successful TDM programs are those that are tied to specific incentives and program elements, as opposed to the provision of general information on commuting alternatives. In addition, for these programs to succeed, they need to be "funded" for their duration. In addition to funding, successful programs are linked with aesthetically pleasing features such as "safe" pedestrian walkways, bike racks that are not located in faraway dark corners and information kiosks that are easily accessible and up to date. In sum, the most successful and effective programs appear to be those whereby financial incentives are offered with aesthetic amenities.

Table 11: Project (Alternative 1) Traffic Impact Summary

No.	Study Intersection	Future 2018 Without Project				Future 2018 With Project (Alternative 1)				Change in V/C			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	Significant Impact ?	PM Peak Hour	Significant Impact ?
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
1	Alameda Street & Cesar E. Chavez Avenue	0.741	C	0.839	D	0.744	C	0.841	D	0.003	No	0.002	No
2	Alameda Street & Los Angeles Street	0.468	A	0.780	C	0.472	A	0.785	C	0.004	No	0.005	No
3	Los Angeles Street & Arcadia Street	0.377	A	0.402	A	0.381	A	0.437	A	0.004	No	0.035	No
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.639	B	0.679	B	0.647	B	0.687	B	0.008	No	0.008	No
5	Los Angeles Street & Aliso Street	0.261	A	0.520	A	0.267	A	0.544	A	0.006	No	0.024	No
6	Alameda Street/Aliso Street & Commercial Street	0.577	A	0.753	C	0.588	A	0.755	C	0.011	No	0.002	No
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.331	A	0.675	B	0.331	A	0.681	B	0.000	No	0.006	No
8	Broadway & Temple Street	0.708	C	0.707	C	0.709	C	0.715	C	0.001	No	0.008	No
9	Spring Street & Temple Street	0.553	A	0.520	A	0.560	A	0.524	A	0.007	No	0.004	No
10	Main Street & Temple Street	0.267	A	0.633	B	0.268	A	0.641	B	0.001	No	0.008	No
11	Los Angeles Street & Temple Street	0.578	A	0.669	B	0.597	A	0.710	C	0.019	No	0.041	**Yes**
12	Judge John Aiso Street & Temple Street	0.265	A	0.381	A	0.350	A	0.472	A	0.085	No	0.091	No
13	Alameda Street & Temple Street	0.605	B	0.847	D	0.608	B	0.865	D	0.003	No	0.018	No
14	Broadway & 1st Street	0.652	B	0.795	C	0.653	B	0.800	C	0.001	No	0.005	No
15	Spring Street & 1st Street	0.572	A	0.676	B	0.573	A	0.680	B	0.001	No	0.004	No
16	Main Street & 1st Street	0.461	A	0.836	D	0.462	A	0.842	D	0.001	No	0.006	No
17	Los Angeles Street & 1st Street	0.551	A	0.768	C	0.551	A	0.782	C	0.000	No	0.014	No
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.373	A	0.578	A	0.405	A	0.599	A	0.032	No	0.021	No
19	Central Avenue & 1st Street	0.333	A	0.617	B	0.337	A	0.626	B	0.004	No	0.009	No
20	Alameda Street & 1st Street	0.665	B	0.787	C	0.676	B	0.789	C	0.011	No	0.002	No
21	Vignes Street & 1st Street	0.411	A	0.736	C	0.417	A	0.744	C	0.006	No	0.008	No
22	US-101 NB Ramps & 1st Street	0.504	A	0.513	A	0.515	A	0.523	A	0.011	No	0.010	No
23	Main Street & 2nd Street	0.357	A	0.753	C	0.358	A	0.757	C	0.001	No	0.004	No
24	Los Angeles Street & 2nd Street	0.539	A	0.755	C	0.543	A	0.759	C	0.004	No	0.004	No
25	San Pedro Street & 2nd Street	0.411	A	0.575	A	0.412	A	0.579	A	0.001	No	0.004	No
26	Central Avenue & 2nd Street	0.445	A	0.586	A	0.445	A	0.587	A	0.000	No	0.001	No
27	Alameda Street & 2nd Street	0.518	A	0.685	B	0.518	A	0.687	B	0.000	No	0.002	No
28	Los Angeles Street & 3rd Street	0.611	B	0.610	B	0.612	B	0.679	B	0.001	No	0.069	No
29	San Pedro Street & 3rd Street	0.549	A	0.401	A	0.551	A	0.411	A	0.002	No	0.010	No
30	US-101 NB Off-ramp & 4th Street	0.701	C	0.398	A	0.703	C	0.400	A	0.002	No	0.002	No

Table 12: Project (Alternative 2) Traffic Impact Summary

No.	Study Intersection	Future 2018 Without Project				Future 2018 With Project (Alternative 2)				Change in V/C			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	Significant Impact ?	PM Peak Hour	Significant Impact ?
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
1	Alameda Street & Cesar E. Chavez Avenue	0.741	C	0.839	D	0.748	C	0.847	D	0.007	No	0.008	No
2	Alameda Street & Los Angeles Street	0.468	A	0.780	C	0.477	A	0.791	C	0.009	No	0.011	No
3	Los Angeles Street & Arcadia Street	0.377	A	0.402	A	0.387	A	0.480	A	0.010	No	0.078	No
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.639	B	0.679	B	0.655	B	0.696	B	0.016	No	0.017	No
5	Los Angeles Street & Aliso Street	0.261	A	0.520	A	0.275	A	0.573	A	0.014	No	0.053	No
6	Alameda Street/Aliso Street & Commercial Street	0.577	A	0.753	C	0.601	B	0.759	C	0.024	No	0.006	No
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.331	A	0.675	B	0.332	A	0.688	B	0.001	No	0.013	No
8	Broadway & Temple Street	0.708	C	0.707	C	0.715	C	0.725	C	0.007	No	0.018	No
9	Spring Street & Temple Street	0.553	A	0.520	A	0.569	A	0.527	A	0.016	No	0.007	No
10	Main Street & Temple Street	0.267	A	0.633	B	0.269	A	0.650	B	0.002	No	0.017	No
11	Los Angeles Street & Temple Street	0.578	A	0.669	B	0.699	B	0.761	C	0.121	No	0.092	**Yes**
12	Judge John Aiso Street & Temple Street	0.265	A	0.381	A	0.453	A	0.583	A	0.188	No	0.202	No
13	Alameda Street & Temple Street	0.605	B	0.847	D	0.613	B	0.887	D	0.008	No	0.040	**Yes**
14	Broadway & 1st Street	0.652	B	0.795	C	0.654	B	0.805	D	0.002	No	0.010	No
15	Spring Street & 1st Street	0.572	A	0.676	B	0.574	A	0.685	B	0.002	No	0.009	No
16	Main Street & 1st Street	0.461	A	0.836	D	0.464	A	0.849	D	0.003	No	0.013	No
17	Los Angeles Street & 1st Street	0.551	A	0.768	C	0.553	A	0.799	C	0.002	No	0.031	No
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.373	A	0.578	A	0.443	A	0.694	B	0.070	No	0.116	No
19	Central Avenue & 1st Street	0.333	A	0.617	B	0.340	A	0.637	B	0.007	No	0.020	No
20	Alameda Street & 1st Street	0.665	B	0.787	C	0.690	B	0.793	C	0.025	No	0.006	No
21	Vignes Street & 1st Street	0.411	A	0.736	C	0.425	A	0.753	C	0.014	No	0.017	No
22	US-101 NB Ramps & 1st Street	0.504	A	0.513	A	0.528	A	0.535	A	0.024	No	0.022	No
23	Main Street & 2nd Street	0.357	A	0.753	C	0.359	A	0.761	C	0.002	No	0.008	No
24	Los Angeles Street & 2nd Street	0.539	A	0.755	C	0.548	A	0.764	C	0.009	No	0.009	No
25	San Pedro Street & 2nd Street	0.411	A	0.575	A	0.414	A	0.583	A	0.003	No	0.008	No
26	Central Avenue & 2nd Street	0.445	A	0.586	A	0.445	A	0.587	A	0.000	No	0.001	No
27	Alameda Street & 2nd Street	0.518	A	0.685	B	0.518	A	0.688	B	0.000	No	0.003	No
28	Los Angeles Street & 3rd Street	0.611	B	0.610	B	0.613	B	0.682	B	0.002	No	0.072	No
29	San Pedro Street & 3rd Street	0.549	A	0.401	A	0.555	A	0.423	A	0.006	No	0.022	No
30	US-101 NB Off-ramp & 4th Street	0.701	C	0.398	A	0.705	C	0.402	A	0.004	No	0.004	No

Table 13: Project (Alternative 3) Traffic Impact Summary

No.	Study Intersection	Future 2018 Without Project				Future 2018 With Project (Alternative 3)				Change in V/C			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	Significant Impact ?	PM Peak Hour	Significant Impact ?
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
1	Alameda Street & Cesar E. Chavez Avenue	0.741	C	0.839	D	0.757	C	0.854	D	0.016	No	0.015	No
2	Alameda Street & Los Angeles Street	0.468	A	0.780	C	0.482	A	0.797	C	0.014	No	0.017	No
3	Los Angeles Street & Arcadia Street	0.377	A	0.402	A	0.393	A	0.523	A	0.016	No	0.121	No
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.639	B	0.679	B	0.664	B	0.705	C	0.025	No	0.026	No
5	Los Angeles Street & Aliso Street	0.261	A	0.520	A	0.282	A	0.605	B	0.021	No	0.085	No
6	Alameda Street/Aliso Street & Commercial Street	0.577	A	0.753	C	0.614	B	0.762	C	0.037	No	0.009	No
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.331	A	0.675	B	0.333	A	0.694	B	0.002	No	0.019	No
8	Broadway & Temple Street	0.708	C	0.707	C	0.722	C	0.734	C	0.014	No	0.027	No
9	Spring Street & Temple Street	0.553	A	0.520	A	0.578	A	0.532	A	0.025	No	0.012	No
10	Main Street & Temple Street	0.267	A	0.633	B	0.271	A	0.660	B	0.004	No	0.027	No
11	Los Angeles Street & Temple Street	0.578	A	0.669	B	0.801	D	0.867	D	0.223	**Yes**	0.198	**Yes**
12	Judge John Aiso Street & Temple Street	0.265	A	0.381	A	0.565	A	0.705	C	0.300	No	0.324	**Yes**
13	Alameda Street & Temple Street	0.605	B	0.847	D	0.616	B	0.909	E	0.011	No	0.062	**Yes**
14	Broadway & 1st Street	0.652	B	0.795	C	0.654	B	0.811	D	0.002	No	0.016	No
15	Spring Street & 1st Street	0.572	A	0.676	B	0.574	A	0.690	B	0.002	No	0.014	No
16	Main Street & 1st Street	0.461	A	0.836	D	0.464	A	0.856	D	0.003	No	0.020	**Yes**
17	Los Angeles Street & 1st Street	0.551	A	0.768	C	0.553	A	0.815	D	0.002	No	0.047	**Yes**
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.373	A	0.578	A	0.481	A	0.721	C	0.108	No	0.143	**Yes**
19	Central Avenue & 1st Street	0.333	A	0.617	B	0.343	A	0.648	B	0.010	No	0.031	No
20	Alameda Street & 1st Street	0.665	B	0.787	C	0.704	C	0.796	C	0.039	No	0.009	No
21	Vignes Street & 1st Street	0.411	A	0.736	C	0.433	A	0.762	C	0.022	No	0.026	No
22	US-101 NB Ramps & 1st Street	0.504	A	0.513	A	0.541	A	0.547	A	0.037	No	0.034	No
23	Main Street & 2nd Street	0.357	A	0.753	C	0.364	A	0.767	C	0.007	No	0.014	No
24	Los Angeles Street & 2nd Street	0.539	A	0.755	C	0.553	A	0.769	C	0.014	No	0.014	No
25	San Pedro Street & 2nd Street	0.411	A	0.575	A	0.415	A	0.588	A	0.004	No	0.013	No
26	Central Avenue & 2nd Street	0.445	A	0.586	A	0.445	A	0.589	A	0.000	No	0.003	No
27	Alameda Street & 2nd Street	0.518	A	0.685	B	0.519	A	0.689	B	0.001	No	0.004	No
28	Los Angeles Street & 3rd Street	0.611	B	0.610	B	0.613	B	0.685	B	0.002	No	0.075	No
29	San Pedro Street & 3rd Street	0.549	A	0.401	A	0.557	A	0.434	A	0.008	No	0.033	No
30	US-101 NB Off-ramp & 4th Street	0.701	C	0.398	A	0.709	C	0.403	A	0.008	No	0.005	No

Table 14: Summary of Significant Traffic Impact Locations

No.	Study Intersection	Alternative 1		Alternative 2		Alternative 3	
		Existing plus Project	Future With Project	Existing plus Project	Future With Project	Existing plus Project	Future With Project
1	Alameda Street & Cesar E. Chavez Avenue	No	No	No	No	No	No
2	Alameda Street & Los Angeles Street	No	No	No	No	No	No
3	Los Angeles Street & Arcadia Street	No	No	No	No	No	No
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	No	No	No	No	No	No
5	Los Angeles Street & Aliso Street	No	No	No	No	No	No
6	Alameda Street/Aliso Street & Commercial Street	No	No	No	No	No	No
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	No	No	No	No	No	No
8	Broadway & Temple Street	No	No	No	No	No	No
9	Spring Street & Temple Street	No	No	No	No	No	No
10	Main Street & Temple Street	No	No	No	No	No	No
11	Los Angeles Street & Temple Street	No	**Yes**	No	**Yes**	**Yes**	**Yes**
12	Judge John Aiso Street & Temple Street	No	No	No	No	No	**Yes**
13	Alameda Street & Temple Street	No	No	No	**Yes**	No	**Yes**
14	Broadway & 1st Street	No	No	No	No	No	No
15	Spring Street & 1st Street	No	No	No	No	No	No
16	Main Street & 1st Street	No	No	No	No	No	**Yes**
17	Los Angeles Street & 1st Street	No	No	No	No	No	**Yes**
18	Judge John Aiso Street/San Pedro Street & 1st Street	No	No	No	No	No	**Yes**
19	Central Avenue & 1st Street	No	No	No	No	No	No
20	Alameda Street & 1st Street	No	No	No	No	No	No
21	Vignes Street & 1st Street	No	No	No	No	No	No
22	US-101 NB Ramps & 1st Street	No	No	No	No	No	No
23	Main Street & 2nd Street	No	No	No	No	No	No
24	Los Angeles Street & 2nd Street	No	No	No	No	No	No
25	San Pedro Street & 2nd Street	No	No	No	No	No	No
26	Central Avenue & 2nd Street	No	No	No	No	No	No
27	Alameda Street & 2nd Street	No	No	No	No	No	No
28	Los Angeles Street & 3rd Street	No	No	No	No	No	No
29	San Pedro Street & 3rd Street	No	No	No	No	No	No
30	US-101 NB Off-ramp & 4th Street	No	No	No	No	No	No

The following sections summarize the toolbox of TDM and transit connectivity strategies that may effectively be applied to help mitigate the traffic impacts of the Project. It should be noted that a preliminary TDM and transit connectivity plan would need to be submitted to LADOT for approval prior to the issuance of the Project's first building permit, and a final TDM plan must be prepared and approved by LADOT prior to the issuance of the Project's first certificate of occupancy. The goals of these plans would need to be identified in the final TDM plan or site design.

Finally, it should be noted that many of these services and tools are critical to first-mile/last-mile mobility strategies. These strategies allow individuals to easily use or connect to bus and rail services via the implementation of policies or the provision of services and opportunities by a variety of service providers.

Potential TDM and Transit Connectivity Strategies

Site Improvements - The design and operation of the site to the extent feasible should be designed into the Project to emphasize:

- Integrated Mobility Hub – Provide a financial contribution and rent-free space needed to implement a new integrated mobility hub kiosk. The purpose of the kiosk is to attract transit users with more connectivity options for the first/last segment of a trip with bike parking, bike and car sharing, etc.
- Preferential loading and unloading for carpools, HOV and taxis makes it more convenient and attractive to passengers.
- Wayfinding signage guides that direct people to different elements of a site.
- Carpool and vanpool parking should be closest to the entrance of a building or on the first floor of a garage or structure to reward participants.
- Bicycle parking should be convenient, plentiful, well lit and secure.
- Shower and locker facilities are an important part of the decision for an employee to bike to work.
- Enhanced pedestrian and bicycle pathways for convenient, direct and secure connections.

It must be emphasized that integrating non-auto oriented improvements into the heart of the site rather than off to the side or in a remote corner are paramount to their success. Parking for bicycles should be convenient and near the front door to facilities and be plentiful and well lit.

Car-Sharing and Short Term Car Rental – Provide on demand access to a fleet of cars for short duration or unexpected trips. These programs reduce the need for individual to own a car or perhaps a second one. They would enhance the transit oriented nature of the Project because it would allow individuals working and shopping at the site to rely on transit with the knowledge that an automobile is available with relative ease for those trips where transit or other modes are impractical. These programs save costs to individuals and businesses and could reduce the parking demand of the Project.

Bike Sharing – Bike sharing is new to the United States. Locally, it has been implemented in the Cities of Long Beach and Santa Monica, and is planned to be implemented in the City of Los Angeles. With bike sharing, individuals have access to a shared fleet of bicycles on an as-needed basis. It provides a good alternative to autos and because the regional bus fleet and rail systems are bike accessible, it provides a link to transit on both ends of a trip. An added benefit is reduced emissions due to fewer vehicle trips.

Transportation Coordinator (TC) – A transportation coordinator (TC) is a permanent on-site staff position assigned to administer the requirements of a TDM program. Under this strategy a transportation management association (TMA) would be formed on-site or the Project could become a part of an existing TMA in the area that would help in promoting awareness of the available TDM strategies and creating Transportation Management Plans (TMP) for the employees and patrons of the site.

Transportation Information Center (TIC) – A TIC is a centrally-located commuter information center where both the employees and visitors can obtain information regarding commute programs, and individuals could obtain real-time information for planning travel without using an automobile. Strategically placed kiosks can provide trip planning and real time bus and train arrival information for users. Providing real-time transit information allows users to know exactly when the next bus or train will arrive and is an important tool in enhancing transit system connectivity.

Transit, Bike and Walk Promotions and Information Materials – This would include a commuter information packet (CIP), a commuter benefits brochure that contains complete information about various transportation benefits available to individuals, transportation/transit options, HOV programs and discounts, bicycling amenities, transportation subsidies, and other elements that may be available. The CIP should be written in multiple languages such as English, Spanish and Chinese. The CIP would be distributed to tenant employees, other building workers and occupants and at promotional events.

Tenant Participation – Under this strategy the transportation coordinator would facilitate tenant and employee awareness and participation in the TMP by distributing the information to tenants at least once each year.

Carpooling and Rideshare Matching Opportunities – This strategy would coordinate ridesharing programs among various building tenants and their employees, provide ride-match services within the building or engage other ride-match facilitators (such as its tenants) to provide this service. It could be applied two different ways. One method is to make available "on the spot" ridesharing. This strategy maximizes trip flexibility for the individual because they do not need to make long term plans and commitments. There are a number of internet based programs that could be used to match the mobility needs of travelers with drivers. The more traditional method would be to have the TMA provide an online daily and/or long-term commute ride-matching service to match interested patrons with carpools and vanpools. The rideshare matching services could also be extended to other employers in close proximity to the Project site.

Guaranteed Ride Home Program – This strategy provides a guaranteed ride home program for (occupants/employees) who use a commute mode other than driving. Employers may establish their own program or contract this service with a public agency or private contractor.

Transit Pass Sales – Under this strategy employers or a central management operator can contract with the Metro to become authorized to directly sell transit passes to their on-site employees. In addition they could provide transportation subsidies to building occupants/employees who commute via non-motorized or non-single occupancy vehicle (SOV) modes.

Commuter Benefits – This strategy pursuant to Internal Revenue Code Section 132 (f), states that employers should arrange pre-tax dollar transit commute expense accounts to provide transportation fringe benefits to eligible employees.

Flexible/Alternative Work Schedules and Telecommuting Programs – With this strategy, employers would allow employees to work flexible and alternative work schedules so that their arrival and departure to the site varies to reduce trips during peak periods. Telecommuting would eliminate any trips to the site since the employee would be working off site.

Expanded DASH Service – Provide additional service and/or capacity to the DASH downtown system via new routes to the Project site. Contributions could be in the form of the purchase of new DASH vehicles or subsidy of service for a fixed period of time.

Taxi Services – Taxis provide on-demand mobility for short and medium length trips. Expanding the City's "hail-a-taxi" demonstration program to the Project site and surrounding area would provide convenient mobility alternatives for unscheduled or quick trips. In addition, taxis could and should be equipped to accept regional transit fare cards such as Metro TAP smart card technology. A single method of fare payment would greatly enhance non-auto oriented trip choices. Taxi services can also complement the guaranteed ride home program.

TDM Trip Reduction

Based on discussions with LADOT, a trip reduction of 15% of the proposed uses can be utilized as a result of the TDM measures. This would result in a reduction of 56 AM peak period trips and 73 PM peak period trips for Alternative 1, a reduction of 111 AM peak period trips and 146 PM peak period trips for Alternative 2, and a reduction of 167 AM peak period trips and 219 PM peak period trips for Alternative 3.

Potential Traffic Signal Upgrades

Additional mitigation efforts include potential traffic signal upgrades. Per LADOT:

> The traffic signals at many of the intersections within the City of Los Angeles currently operate using older Type 170 traffic signal controller. Newer Model 2070 controllers provide for enhanced and real-time operation of the traffic signal timing. Type 2070 controllers allow LADOT to provide instant adjustments to the signal's timing parameters based on real-time traffic conditions. The upgrade of the controllers, when supplemented by the installation of strategically placed closed-circuit television (CCTV) cameras and additional vehicle detector loops, is expected to reduce the volume-to-capacity (V/C) ratio of an intersection by a minimum of **0.01**. These traffic signal hardware upgrades are needed to provide for enhanced operation of the City's ATSAC signal system, and to allow LADOT to manage traffic in direct response to real-time traffic flow. The strategic placement of a CCTV camera affords LADOT with the ability to monitor vehicles and buses, and respond to incidents that cause excessive delays. If any of these traffic signal upgrades are proposed as a mitigation to offset the significant traffic impacts of a development project, DOT may require that not only the impacted intersections, but also any intersections in the immediate vicinity as determined by DOT, be upgraded by the Project to qualify for the intersection V/C reduction of 0.01.

To potentially mitigate impacted study intersections, traffic signal upgrades are recommended at two of

the significantly impacted study intersections and at locations adjacent to the significantly impacted study intersections. Based on the locations of the recommended upgrades, it was determined that the six study intersections could apply the 0.01 reduction due to their proximity to the upgrade locations. Although some of the intersections may not be directly mitigated, the overall enhancement of the system allows for the reduction. The six intersections include:

- Los Angeles Street and Temple Street
- Judge John Aiso Street and Temple Street
- Alameda Street and Temple Street
- Main Street and 1st Street
- Los Angeles Street and 1st Street
- Judge John Aiso Street/San Pedro Street and 1st Street

The following signal locations are mentioned as potential sites for upgrades and are at or adjacent to the six study intersections list above:

Study intersections

1. Judge John Aiso Street and Temple Avenue (2070 controller upgrade and installation of system loops on all approaches)
2. 1st Street and Judge John Aiso Street/San Pedro Street (2070 controller upgrade and installation of system loops on all approaches)
3. 1st Street and Central Avenue (2070 controller upgrade and installation of system loops on all approaches)
4. 2nd Street and San Pedro Street (2070 controller upgrade and installation of system loops on all approaches)
5. 2nd Street and Central Avenue (2070 controller upgrade and installation of system loops on all approaches)
6. 2nd Street and Alameda Street (2070 controller upgrade and installation of system loops on all approaches)
7. 3rd Street and Los Angeles Street (2070 controller upgrade only)

Non study intersections/Locations

1. 1st Street and Hill Street (2070 controller upgrade only)
2. 1st Street between San Pedro Street and Central Avenue (2070 controller upgrade only)
3. 3rd Street and Alameda Street (2070 controller upgrade only)

The traffic signal upgrades identified above would be required for Alternatives 2 and 3 only. Traffic signal upgrades would not be required to reduce the impact at the intersection of Los Angeles Street and Temple Street to a less than significant level under Alternative 1,

TDM Strategy and Traffic Signal Upgrade Mitigation Impacts

Table 15 presents the TDM measures as potential mitigation and their respective impacts. Tables 16 and 17 present the TDM measures and intersection signal upgrade reduction as potential mitigations and their respective impacts.

With the recommended TDM measures, the one traffic impact under Project Alternative 1 would be reduced to a less-than-significant level. The two significant impacts under Project Alternative 2 would continue to be significantly impacted with the recommended TDM and traffic signal upgrades. Under the Project Alternative 3 scenario, four of the six significantly impacted study intersections would be reduced to a less-than significant level with the recommended TDM and traffic signal upgrades. Those four intersections are:

- Judge John Aiso Street and Temple Street
- Main Street and 1st Street
- Los Angeles Street and 1st Street
- Judge John Aiso Street/San Pedro Street and 1st Street

6.3 Unavoidable Significant Traffic Impacts

Two study intersections would have unavoidable significant traffic impacts due to the proposed Alternative 2 and Alternative 3 Project-related trips. The unavoidable significant traffic impacted intersections are:

- Los Angeles Street and Temple Street: No feasible mitigation measures are available at this location. The intersection is built-out. Therefore, physical improvements such as roadway widening and restriping are not available. The Project is expected to create significant and unavoidable traffic impacts at this intersection.

- Alameda Street and Temple Street: No feasible mitigation measures are available at this location. The intersection is built-out. Therefore, physical improvements such as roadway widening and restriping are not available. The Project is expected to create significant and unavoidable traffic impacts at this intersection.

Table 15: Traffic Impact Summary W/ TDM Mitigation (Alternative 1)

No.	Study Intersection	Future Without Project				Future With Project				Change in V/C		Significant Impact ?	Future With Project (Alternative 1) + Mitigation				Change in V/C		Significant Impact ?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour				
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour		V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour	
11	Los Angeles Street & Temple Street	0.578	A	0.669	B	0.597	A	0.710	C	0.019	0.041	Yes	0.584	A	0.702	C	0.006	0.033	No

Table 16: Traffic Impact Summary W/ TDM and Signal Upgrade Mitigation (Alternative 2)

No.	Study Intersection	Future 2018 Without Project				Future 2018 With Project (Alternative 2)				Change in V/C		Significant Impact ?	Future 2018 With Project (Alternative 2) + Mitigation				Change in V/C		Significant Impact ?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour				
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour		V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour	
11	Los Angeles Street & Temple Street	0.578	A	0.669	B	0.699	B	0.761	C	0.121	0.092	Yes	0.658	B	0.736	C	0.080	0.067	Yes
13	Alameda Street & Temple Street	0.605	B	0.847	D	0.613	B	0.887	D	0.008	0.040	Yes	0.601	B	0.870	D	-0.004	0.023	Yes

Table 17: Traffic Impact Summary W/ TDM and Signal Upgrade Mitigation (Alternative 3)

No.	Study Intersection	Future 2018 Without Project				Future 2018 With Project (Alternative 3)				Change in V/C		Significant Impact ?	Future 2018 With Project (Alternative 3) + Mitigation				Change in V/C		Significant Impact ?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour				
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour		V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour	
11	Los Angeles Street & Temple Street	0.578	A	0.669	B	0.801	D	0.867	D	0.223	0.198	Yes	0.744	C	0.799	C	0.166	0.130	Yes
12	Judge John Aiso Street & Temple Street	0.265	A	0.381	A	0.565	A	0.705	C	0.300	0.324	Yes	0.486	A	0.645	B	0.221	0.264	No
13	Alameda Street & Temple Street	0.605	B	0.847	D	0.616	B	0.909	E	0.011	0.062	Yes	0.605	B	0.889	D	0.000	0.042	Yes
16	Main Street & 1st Street	0.461	A	0.836	D	0.464	A	0.856	D	0.003	0.020	Yes	0.454	A	0.843	D	-0.007	0.007	No
17	Los Angeles Street & 1st Street	0.551	A	0.768	C	0.553	A	0.815	D	0.002	0.047	Yes	0.543	A	0.798	C	-0.008	0.030	No
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.373	A	0.578	A	0.481	A	0.721	C	0.108	0.143	Yes	0.453	A	0.699	B	0.080	0.121	No

7. Existing Plus Project

This section documents existing traffic conditions at the study intersections with the addition of net Project-generated traffic.

7.1 Existing Plus Project Traffic Volumes

The traffic volumes for the Existing Plus Project conditions were derived by adding Project trips to the existing traffic volumes. The Existing plus Project AM and PM peak hour traffic volumes are shown in Figures 25 and 26 for Alternative 1, in Figures 27 and 28 for Alternative 2 and in Figures 29 and 30 for Alternative 3.

7.2 Existing Plus Project Intersection Levels of Service

The V/C and corresponding level-of-service values were calculated for each of the alternatives under Existing Plus Project conditions. Tables 18, 19 and 20 summarize the V/C and level-of-service values for Alternatives 1, 2 and 3, respectively. The intersection level-of-service worksheets are included in Appendices D, E and F of the report for Alternatives 1, 2 and 3, respectively.

As shown in Tables 18, 19 and 20, all of the study intersections are projected to operate at LOS D or better during the AM and PM peak hours under Existing Plus Project conditions for all three alternatives.

7.3 Determination of Traffic Impacts

The impact criteria to determine traffic impacts is documented in Section 1 of this report.

Traffic impacts created by the Project are determined by comparing Existing conditions to Existing Plus Project conditions. The overall traffic impacts created by the proposed Project and determination of significant impact based on LADOT's criteria are provided in the right four columns of Tables 18, 19 and 20. As shown in Tables 18 and 19, traffic associated with Project Alternatives 1 and 2 would not significantly impact any of the study intersections under Existing Plus Project conditions. As shown in Table 20, 29 of the 30 study intersections would not be significantly impacted by Project Alternative 3 traffic. The remaining study intersection listed below is projected to be significantly impacted by Project Alternative 3 traffic.

- Los Angeles Street and Temple Street (PM peak hour only for Alternative 3)



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Figure 25

Existing Plus Project (Alternative 1) AM Peak Hour Traffic Volumes

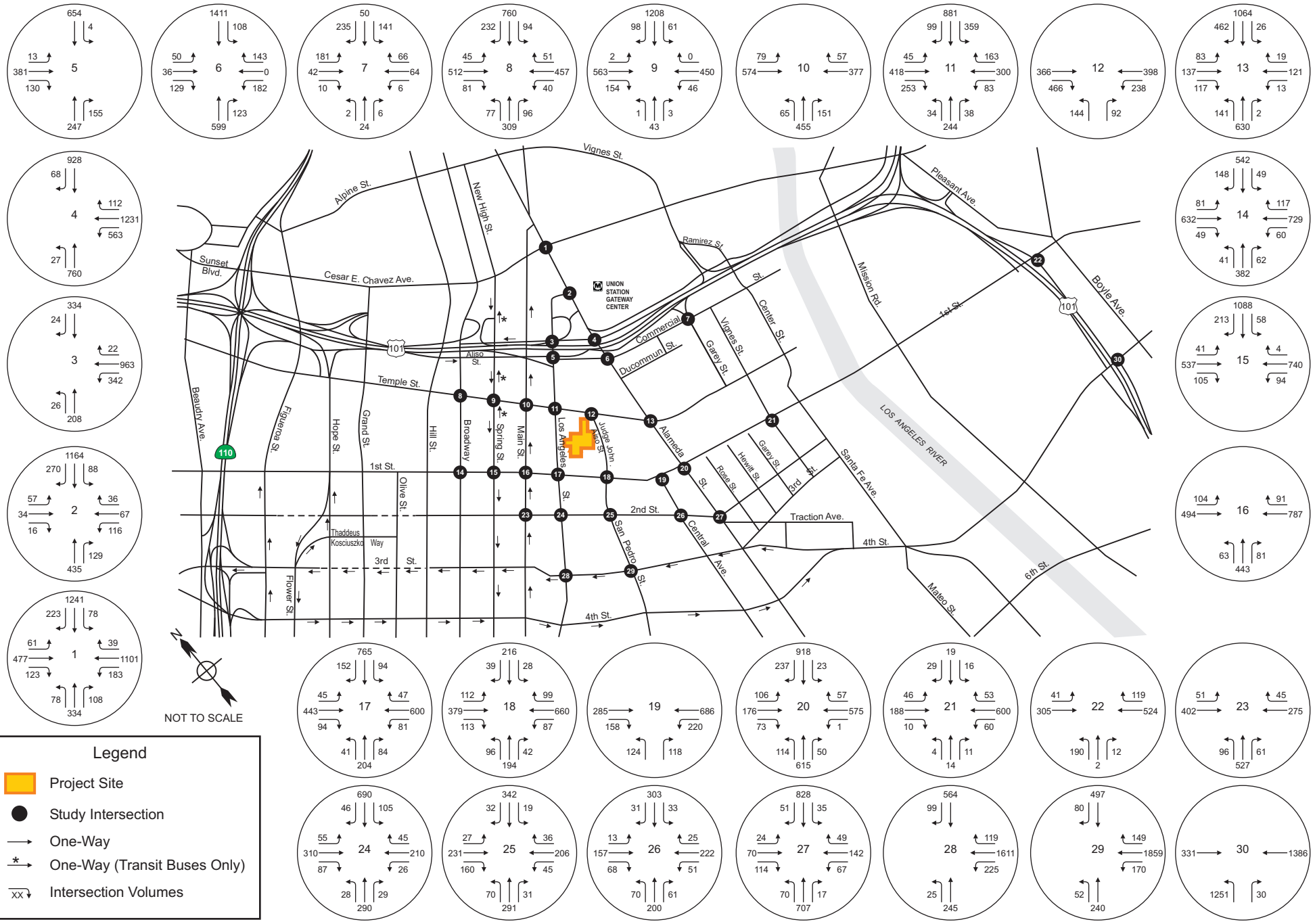


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Figure 26

Existing Plus Project (Alternative 1) PM Peak Hour Traffic Volumes



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Figure 27

Existing Plus Project (Alternative 2) AM Peak Hour Traffic Volumes



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Figure 28

Existing Plus Project (Alternative 2) PM Peak Hour Traffic Volumes



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Figure 29

Existing Plus Project (Alternative 3) AM Peak Hour Traffic Volumes



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Figure 30

Existing Plus Project (Alternative 3) PM Peak Hour Traffic Volumes

Table 18: Intersection Performance – Existing Plus Project (Alternative 1)

No.	Study Intersection	Existing				Existing plus Project (Alternative 1)				Change in V/C			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	Significant Impact ?	PM Peak Hour	Significant Impact ?
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
1	Alameda Street & Cesar E. Chavez Avenue	0.657	B	0.721	C	0.659	B	0.726	C	0.002	No	0.005	No
2	Alameda Street & Los Angeles Street	0.390	A	0.489	A	0.393	A	0.494	A	0.003	No	0.005	No
3	Los Angeles Street & Arcadia Street	0.351	A	0.359	A	0.356	A	0.394	A	0.005	No	0.035	No
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.565	A	0.551	A	0.572	A	0.556	A	0.007	No	0.005	No
5	Los Angeles Street & Aliso Street	0.253	A	0.405	A	0.260	A	0.439	A	0.007	No	0.034	No
6	Alameda Street/Aliso Street & Commercial Street	0.454	A	0.516	A	0.465	A	0.518	A	0.011	No	0.002	No
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.198	A	0.472	A	0.198	A	0.478	A	0.000	No	0.006	No
8	Broadway & Temple Street	0.579	A	0.603	B	0.585	A	0.611	B	0.006	No	0.008	No
9	Spring Street & Temple Street	0.497	A	0.369	A	0.504	A	0.372	A	0.007	No	0.003	No
10	Main Street & Temple Street	0.242	A	0.565	A	0.242	A	0.573	A	0.000	No	0.008	No
11	Los Angeles Street & Temple Street	0.510	A	0.539	A	0.517	A	0.579	A	0.007	No	0.040	No
12	Judge John Aiso Street & Temple Street	0.232	A	0.341	A	0.317	A	0.432	A	0.085	No	0.091	No
13	Alameda Street & Temple Street	0.523	A	0.637	B	0.527	A	0.644	B	0.004	No	0.007	No
14	Broadway & 1st Street	0.512	A	0.678	B	0.513	A	0.683	B	0.001	No	0.005	No
15	Spring Street & 1st Street	0.485	A	0.447	A	0.486	A	0.452	A	0.001	No	0.005	No
16	Main Street & 1st Street	0.396	A	0.703	C	0.397	A	0.709	C	0.001	No	0.006	No
17	Los Angeles Street & 1st Street	0.441	A	0.635	B	0.442	A	0.649	B	0.001	No	0.014	No
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.334	A	0.507	A	0.365	A	0.528	A	0.031	No	0.021	No
19	Central Avenue & 1st Street	0.301	A	0.534	A	0.304	A	0.543	A	0.003	No	0.009	No
20	Alameda Street & 1st Street	0.583	A	0.665	B	0.595	A	0.668	B	0.012	No	0.003	No
21	Vignes Street & 1st Street	0.345	A	0.511	A	0.351	A	0.519	A	0.006	No	0.008	No
22	US-101 NB Ramps & 1st Street	0.379	A	0.392	A	0.391	A	0.402	A	0.012	No	0.010	No
23	Main Street & 2nd Street	0.327	A	0.663	B	0.331	A	0.666	B	0.004	No	0.003	No
24	Los Angeles Street & 2nd Street	0.467	A	0.609	B	0.471	A	0.613	B	0.004	No	0.004	No
25	San Pedro Street & 2nd Street	0.379	A	0.518	A	0.380	A	0.522	A	0.001	No	0.004	No
26	Central Avenue & 2nd Street	0.406	A	0.525	A	0.406	A	0.525	A	0.000	No	0.000	No
27	Alameda Street & 2nd Street	0.438	A	0.528	A	0.438	A	0.531	A	0.000	No	0.003	No
28	Los Angeles Street & 3rd Street	0.551	A	0.553	A	0.552	A	0.555	A	0.001	No	0.002	No
29	San Pedro Street & 3rd Street	0.515	A	0.376	A	0.517	A	0.386	A	0.002	No	0.010	No
30	US-101 NB Off-ramp & 4th Street	0.631	B	0.334	A	0.633	B	0.335	A	0.002	No	0.001	No

Table 19: Intersection Performance – Existing Plus Project (Alternative 2)

No.	Study Intersection	Existing				Existing plus Project (Alternative 2)				Change in V/C			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	Significant Impact ?	PM Peak Hour	Significant Impact ?
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
1	Alameda Street & Cesar E. Chavez Avenue	0.657	B	0.721	C	0.662	B	0.734	C	0.005	No	0.013	No
2	Alameda Street & Los Angeles Street	0.390	A	0.489	A	0.398	A	0.500	A	0.008	No	0.011	No
3	Los Angeles Street & Arcadia Street	0.351	A	0.359	A	0.361	A	0.437	A	0.010	No	0.078	No
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.565	A	0.551	A	0.580	A	0.563	A	0.015	No	0.012	No
5	Los Angeles Street & Aliso Street	0.253	A	0.405	A	0.267	A	0.480	A	0.014	No	0.075	No
6	Alameda Street/Aliso Street & Commercial Street	0.454	A	0.516	A	0.478	A	0.522	A	0.024	No	0.006	No
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.198	A	0.472	A	0.200	A	0.483	A	0.002	No	0.011	No
8	Broadway & Temple Street	0.579	A	0.603	B	0.592	A	0.621	B	0.013	No	0.018	No
9	Spring Street & Temple Street	0.497	A	0.369	A	0.513	A	0.376	A	0.016	No	0.007	No
10	Main Street & Temple Street	0.242	A	0.565	A	0.244	A	0.582	A	0.002	No	0.017	No
11	Los Angeles Street & Temple Street	0.510	A	0.539	A	0.530	A	0.655	B	0.020	No	0.116	No
12	Judge John Aiso Street & Temple Street	0.232	A	0.341	A	0.426	A	0.543	A	0.194	No	0.202	No
13	Alameda Street & Temple Street	0.523	A	0.637	B	0.531	A	0.667	B	0.008	No	0.030	No
14	Broadway & 1st Street	0.512	A	0.678	B	0.514	A	0.689	B	0.002	No	0.011	No
15	Spring Street & 1st Street	0.485	A	0.447	A	0.486	A	0.458	A	0.001	No	0.011	No
16	Main Street & 1st Street	0.396	A	0.703	C	0.398	A	0.716	C	0.002	No	0.013	No
17	Los Angeles Street & 1st Street	0.441	A	0.635	B	0.443	A	0.665	B	0.002	No	0.030	No
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.334	A	0.507	A	0.403	A	0.554	A	0.069	No	0.047	No
19	Central Avenue & 1st Street	0.301	A	0.534	A	0.307	A	0.555	A	0.006	No	0.021	No
20	Alameda Street & 1st Street	0.583	A	0.665	B	0.609	B	0.671	B	0.026	No	0.006	No
21	Vignes Street & 1st Street	0.345	A	0.511	A	0.359	A	0.528	A	0.014	No	0.017	No
22	US-101 NB Ramps & 1st Street	0.379	A	0.392	A	0.403	A	0.414	A	0.024	No	0.022	No
23	Main Street & 2nd Street	0.327	A	0.663	B	0.337	A	0.671	B	0.010	No	0.008	No
24	Los Angeles Street & 2nd Street	0.467	A	0.609	B	0.476	A	0.618	B	0.009	No	0.009	No
25	San Pedro Street & 2nd Street	0.379	A	0.518	A	0.381	A	0.527	A	0.002	No	0.009	No
26	Central Avenue & 2nd Street	0.406	A	0.525	A	0.407	A	0.526	A	0.001	No	0.001	No
27	Alameda Street & 2nd Street	0.438	A	0.528	A	0.439	A	0.534	A	0.001	No	0.006	No
28	Los Angeles Street & 3rd Street	0.551	A	0.553	A	0.553	A	0.557	A	0.002	No	0.004	No
29	San Pedro Street & 3rd Street	0.515	A	0.376	A	0.521	A	0.398	A	0.006	No	0.022	No
30	US-101 NB Off-ramp & 4th Street	0.631	B	0.334	A	0.635	B	0.338	A	0.004	No	0.004	No

Table 20: Intersection Performance – Existing Plus Project (Alternative 3)

No.	Study Intersection	Existing				Existing plus Project (Alternative 3)				Change in V/C			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	Significant Impact ?	PM Peak Hour	Significant Impact ?
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
1	Alameda Street & Cesar E. Chavez Avenue	0.657	B	0.721	C	0.665	B	0.741	C	0.008	No	0.020	No
2	Alameda Street & Los Angeles Street	0.390	A	0.489	A	0.403	A	0.506	A	0.013	No	0.017	No
3	Los Angeles Street & Arcadia Street	0.351	A	0.359	A	0.368	A	0.480	A	0.017	No	0.121	No
4	Alameda Street & US-101 NB off-ramp/Arcadia Street	0.565	A	0.551	A	0.588	A	0.573	A	0.023	No	0.022	No
5	Los Angeles Street & Aliso Street	0.253	A	0.405	A	0.275	A	0.521	A	0.022	No	0.116	No
6	Alameda Street/Aliso Street & Commercial Street	0.454	A	0.516	A	0.491	A	0.524	A	0.037	No	0.008	No
7	Garey Street/US-101 SB On/off Ramps & Commercial Street	0.198	A	0.472	A	0.201	A	0.491	A	0.003	No	0.019	No
8	Broadway & Temple Street	0.579	A	0.603	B	0.599	A	0.630	B	0.020	No	0.027	No
9	Spring Street & Temple Street	0.497	A	0.369	A	0.522	A	0.380	A	0.025	No	0.011	No
10	Main Street & Temple Street	0.242	A	0.565	A	0.246	A	0.591	A	0.004	No	0.026	No
11	Los Angeles Street & Temple Street	0.510	A	0.539	A	0.632	B	0.785	C	0.122	No	0.246	Yes
12	Judge John Aiso Street & Temple Street	0.232	A	0.341	A	0.579	A	0.665	B	0.347	No	0.324	No
13	Alameda Street & Temple Street	0.523	A	0.637	B	0.535	A	0.689	B	0.012	No	0.052	No
14	Broadway & 1st Street	0.512	A	0.678	B	0.515	A	0.695	B	0.003	No	0.017	No
15	Spring Street & 1st Street	0.485	A	0.447	A	0.487	A	0.464	A	0.002	No	0.017	No
16	Main Street & 1st Street	0.396	A	0.703	C	0.399	A	0.724	C	0.003	No	0.021	No
17	Los Angeles Street & 1st Street	0.441	A	0.635	B	0.443	A	0.682	B	0.002	No	0.047	No
18	Judge John Aiso Street/San Pedro Street & 1st Street	0.334	A	0.507	A	0.441	A	0.647	B	0.107	No	0.140	No
19	Central Avenue & 1st Street	0.301	A	0.534	A	0.310	A	0.565	A	0.009	No	0.031	No
20	Alameda Street & 1st Street	0.583	A	0.665	B	0.623	B	0.674	B	0.040	No	0.009	No
21	Vignes Street & 1st Street	0.345	A	0.511	A	0.366	A	0.537	A	0.021	No	0.026	No
22	US-101 NB Ramps & 1st Street	0.379	A	0.392	A	0.417	A	0.426	A	0.038	No	0.034	No
23	Main Street & 2nd Street	0.327	A	0.663	B	0.342	A	0.676	B	0.015	No	0.013	No
24	Los Angeles Street & 2nd Street	0.467	A	0.609	B	0.481	A	0.623	B	0.014	No	0.014	No
25	San Pedro Street & 2nd Street	0.379	A	0.518	A	0.383	A	0.531	A	0.004	No	0.013	No
26	Central Avenue & 2nd Street	0.406	A	0.525	A	0.407	A	0.527	A	0.001	No	0.002	No
27	Alameda Street & 2nd Street	0.438	A	0.528	A	0.439	A	0.538	A	0.001	No	0.010	No
28	Los Angeles Street & 3rd Street	0.551	A	0.553	A	0.553	A	0.560	A	0.002	No	0.007	No
29	San Pedro Street & 3rd Street	0.515	A	0.376	A	0.523	A	0.409	A	0.008	No	0.033	No
30	US-101 NB Off-ramp & 4th Street	0.631	B	0.334	A	0.637	B	0.339	A	0.006	No	0.005	No

7.4 Recommended Mitigation Measures – Existing Plus Project

The recommended mitigation measures including 1) TDM and transit connectivity strategies and 2) traffic signal upgrades described in Section 6 of this report were applied to offset the Existing Plus Project (Alternative 3) traffic impacts at the intersection of Los Angeles Street and Temple Street to a less-than-significant level.

Table 21 shows the V/C and level-of-service results for the study intersection with implementation of the recommended mitigation measures under Existing Plus Project (Alternative 3) conditions. As shown in this table, the Project traffic impact at the intersection of Los Angeles Street and Temple Street would remain significant with implementation of the mitigation measures. This study intersection would have an unavoidable significant traffic impact remaining.

Table 21: Traffic Impact Summary W/ Mitigation – Existing Plus Project (Alternative 3)

No.	Study Intersection	Existing				Existing plus Project (Alternative 3)				Change in V/C		Significant Impact ?	Existing plus Project (Alternative 3) + Mitigation				Change in V/C		Significant Impact ?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					AM Peak Hour		PM Peak Hour				
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour		V/C	LOS	V/C	LOS	AM Peak Hour	PM Peak Hour	
11	Los Angeles Street & Temple Street	0.510	A	0.539	A	0.632	B	0.785	C	0.122	0.246	**Yes**	0.576	A	0.717	C	0.066	0.178	**Yes**

8. 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 (CMP).

The CMP was created statewide because of Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). 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:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either the AM or PM weekday peak hours.

- At CMP mainline freeway monitoring locations, where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

CMP Arterial Monitoring Intersection

The nearest CMP arterial monitoring intersection to the Project site is:

- Alameda Street and Washington Boulevard.

Based on the Project trip generation for Alternatives 1, 2 and 3, Project trip distribution and the distance of this CMP arterial monitoring intersection from the Project site, it is not expected that 50 or more new trips per hour under each Project alternative scenario would be added to this CMP intersection location. Therefore, no further analysis of potential CMP impacts is required for arterial monitoring intersections.

CMP Mainline Freeway Monitoring Location

The nearest CMP freeway monitoring locations to the Project site are:

- US-101 North of Vignes Street
- SR-110 South of US-101
- SR-110 at Alpine Street

Based on the Project trip generation for Alternatives 1, 2 and 3, Project trip distribution and the distance of these CMP freeway monitoring locations from the Project site, it is not expected that 150 or more new trips per hour in either direction would be added to these locations, with the exception of the US-101 Freeway north of Vignes Street for the Project Alternative 3 scenario. Therefore, a traffic impact analysis was conducted for the freeway segment of the US-101 north of Vignes Street.

The methodology used to determine traffic impacts for the freeway mainline segment was based on the Los Angeles County 2010 Congestion Management Program (CMP). A level-of-service for a freeway segment is determined based on a demand-to-capacity (D/C) ratio, as shown below.

D/C Ratio	LOS
0.00 - 0.35	A
> 0.35 - 0.54	B
> 0.54 - 0.77	C
>0.77 - 0.93	D
> 0.93 - 1.00	E
> 1.00 - 1.25	F(0)
> 1.25 - 1.35	F(1)
> 1.35 - 1.45	F(2)
>1.45	F(3)

According to the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C greater than or equal to 0.02).

Table 22 provides a summary of the CMP freeway mainline analysis. As shown in this table, traffic associated with Project Alternative 3 would not significantly impact the CMP freeway monitoring location at the US-101 north of Vignes Street.

Table 22: Freeway Impact Analysis Summary

Freeway Segment	Direction	Peak Hour	Capacity	Existing			Project Alt 3 Only	Existing + Project (Alternative 3)			D/C Increase	Significant Impact?
				Volumes	D/C	LOS		Volumes	D/C	LOS		
US-101 Freeway	NB	AM	10,000	11,118	1.112	F(0)	167	11,285	1.129	F(0)	0.017	NO
north of Vignes Street		PM	10,000	11,016	1.102	F(0)	78	11,094	1.109	F(0)	0.008	NO
	SB	AM	8,000	7,242	0.905	D	15	7,257	0.907	D	0.002	NO
		PM	8,000	11,016	1.377	F(2)	122	11,138	1.392	F(2)	0.015	NO

Freeway Segment	Direction	Peak Hour	Capacity	Future Without Project			Project Alt 3 Only	Future with Project (Alternative 3)			D/C Increase	Significant Impact?
				Volumes	D/C	LOS		Volumes	D/C	LOS		
US-101 Freeway	NB	AM	10,000	11,785	1.179	F(0)	167	11,952	1.195	F(0)	0.017	NO
north of Vignes Street		PM	10,000	11,677	1.168	F(0)	78	11,755	1.176	F(0)	0.008	NO
	SB	AM	8,000	7,677	0.960	E	15	7,692	0.962	E	0.002	NO
		PM	8,000	11,677	1.460	F(3)	122	11,799	1.475	F(3)	0.015	NO

9. Summary and Conclusions

The following summarizes the traffic study results, findings and conclusions:

- The traffic analysis studied 30 key intersections in the vicinity of the proposed Project.

- Under existing year 2012 conditions, all 30 study intersections are operating at LOS D or better.

- An ambient annual growth rate of 1.0% per year was utilized to estimate future traffic conditions.

- The traffic analysis includes traffic from 96 related projects within the City of Los Angeles that are either approved or currently being considered for approval.

- Under future year 2018 without Project conditions, all 30 study intersections are projected to continue to operate at LOS D or better.

- Project Alternatives 1, 2 and 3 would result in a net increase in vehicle trips as summarized below:

	Weekday Daily	AM Peak Hour	PM Peak Hour
Alternative 1	3,928	306	398
Alternative 2	8,730	676	886
Alternative 3	13,534	1,048	1,374

- Based on the City of Los Angeles significant impact criteria, traffic associated with Project Alternatives 1, 2 and 3 are projected to create significant impacts at one, two and six study intersections, respectively. The study intersections are:

    - Los Angeles Street and Temple Street (Alternatives 1, 2 and 3)
    - Judge John Aiso Street and Temple Street (Alternative 3 only)
    - Alameda Street and Temple Street (Alternatives 2 and 3 only)
    - Main Street and 1st Street (Alternative 3 only)
    - Los Angeles Street and 1st Street (Alternative 3 only)
    - Judge John Aiso Street/San Pedro Street and 1st Street (Alternative 3 only)

- For future conditions with the recommended TDM measures as mitigation, the significant traffic impact at the intersection of Los Angeles Street/Temple Street under Project Alternative 1 would be reduced to a less-than-significant level. The two significant traffic impacts at the intersections of Los Angeles Street/Temple Street and Alameda Street/Temple Street under Project Alternative 2 would continue to be significantly impacted with the recommended TDM and traffic signal upgrades. Under the Project Alternative 3 scenario, four of the six significantly impacted study intersections would be reduced to a less-than significant level with the recommended TDM and traffic signal upgrades. The remaining two study intersections located at Los Angeles Street/Temple Street and Alameda Street/Temple Street would have unavoidable significant traffic impacts.

- Under Existing Plus Project (Alternative 3) conditions, the Project traffic impact at the intersection of Los Angeles Street and Temple Street would remain significant with the recommended TDM and traffic signal upgrades. This study intersection would have an unavoidable significant traffic impact remaining.

- The Project alternatives are not expected to significantly impact any CMP arterial monitoring intersections and mainline freeway monitoring locations.

APPENDIX A
Project Memorandum of Understanding

TRAFFIC STUDY – MEMORANDUM OF UNDERSTANDING (MOU)
LA Street Civic Building EIR
July 12, 2012

This MOU acknowledges that the traffic study for the following project will be prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures:

Project Name: LA Street Civic Building EIR
Project Address: 150 North Los Angeles Street, Los Angeles, CA 90012
Project Description: Three alternatives will be considered for this project. Alternative 1 is the adaptive re-use of the existing building that will include approx. 237,500 sq. ft. of government office space and 10,000 sq. ft. of commercial space. Alternative 2 will involve the partial demolition and renovation of the existing building that will result in approx. 475,000 sq. ft. of government office space and 22,500 sq. ft. of commercial space. Alternative 3 will involve the demolition of the existing building, then replacement with a new building that will include approx. 712,500 sq. ft. of government office space and 35,000 sq. ft. of commercial space. All three alternatives will also include a 2,500 sq. ft. day care facility that will be used exclusively for city employees of the project. Vehicular access and egress to on-site parking will be provided from Judge John Aiso Street. The site is occupied by the existing Parker Center Building. Current active land use on the site includes approx. 44,109 sq. ft. of LAPD Scientific Investigation Division laboratory facilities. The Conceptual Site Plans for Alternatives 1, 2 and 3 are shown in Figures 1, 2 and 3, respectively.

Trip Generation Rate(s): ITE Trip Generation, 8th Edition

Geographic Distribution: Surface Streets: N 5 % S 15 % E 10 % W 15 %
Freeway: N 0 % S 0 % E 20 % W 35 %
See attached Figure 4 for project trip distribution percentages at the study intersections.

Proposed Land Uses: Government office, commercial and day care uses

Net Project Trips: See attached Tables 1, 2 and 3

	In	Out	Total
AM Peak Hour Trips	930	118	1,048
PM Peak Hour Trips	432	942	1,374

Note: These values reflect net trip generation for the highest intensity project (Alternative 3).

Project Buildout Year: 2018 Ambient or CMP Growth Rate: 1% Per Yr.

Related Projects: Project list to be obtained from LADOT.

Study intersections: See attached Figure 4
(Subject to LADOT revision after initial impact analysis)

1. Alameda Street/Cesar E. Chavez Avenue
2. Alameda Street/Los Angeles Street
3. Los Angeles Street/Arcadia Street
4. Alameda Street/US-101 NB off-ramp/Arcadia Street
5. Los Angeles Street/Aliso Street
6. Alameda Street/Aliso Street/Commercial Street
7. Garey Street/US-101 SB On/off Ramps/Commercial Street
8. Broadway/Temple Street

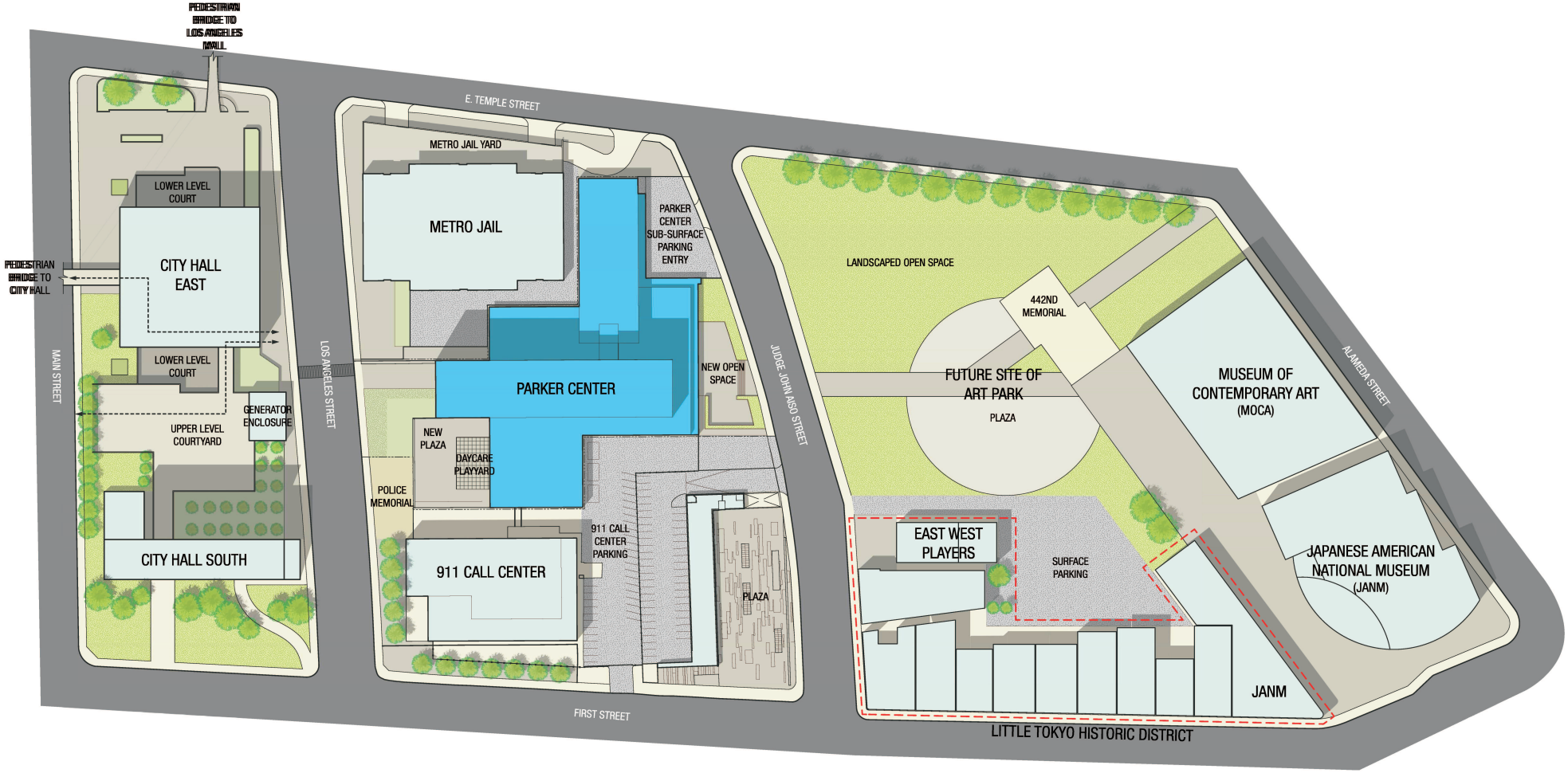
9. Spring Street/Temple Street
10. Main Street/Temple Street
11. Los Angeles Street/Temple Street
12. Judge John Aiso Street/Temple Street
13. Alameda Street/Temple Street
14. Broadway/1st Street
15. Spring Street/1st Street
16. Main Street/1st Street
17. Los Angeles Street/1st Street
18. Judge John Aiso Street/San Pedro Street/1st Street
19. Central Avenue/1st Street
20. Alameda Street/1st Street
21. Vignes Street/1st Street
22. US-101 NB Ramps/1st Street
23. Main Street/2nd Street
24. Los Angeles Street/2nd Street
25. San Pedro Street/2nd Street
26. Central Avenue/2nd Street
27. Alameda Street/2nd Street
28. Los Angeles Street/3rd Street
29. San Pedro Street/3rd Street
30. US-101 NB Off-ramp/4th Street

This analysis must follow LADOT's latest traffic study guidelines.

Trip Credits: (Exact amount of credit subject to approval by LADOT)

Transit Usage	**YES**	no
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
Walk Credit	**YES**	no

	Consultant		Client	
Name	KOA Corporation		Tetra-IBI Group	
Address	1100 Corporate Center Dr., Suite 201		1055 Wilshire Blvd., Suite 1885	
	Monterey Park, CA 91754		Los Angeles, CA 90017-5601	
Telephone:	(323)-260-4703		(213) 250-7440	
Approved by:	Consultant's Representative	7/12/12 Date	LADOT's Representative	7/12/12 Date



N

Not to Scale

Source: TETRA-IBI Group Architectural Planning and Gensler

KOA CORPORATION
PLANNING & ENGINEERING

LA Street Civic Building EIR

Figure 1

Conceptual Site Plan (Project Alternative 1)



N

Not to Scale

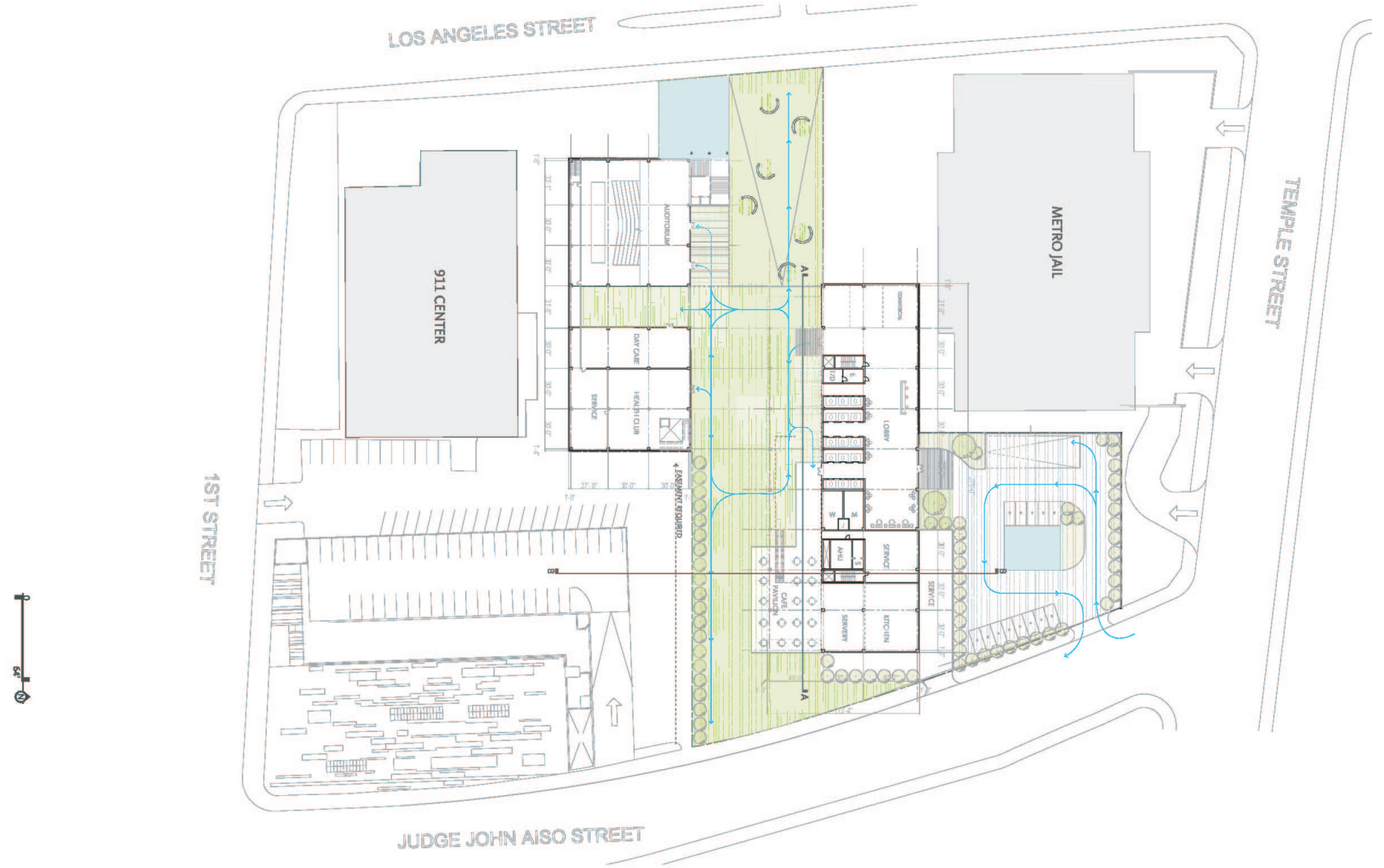
Source: TETRA-IBI Group Architectural Planning and Gensler

KOA CORPORATION
PLANNING & ENGINEERING

LA Street Civic Building EIR

Figure 2

Conceptual Site Plan (Project Alternative 2)



Source: TETRA-IBI Group Architectural Planning and Gensler

KOA CORPORATION
PLANNING & ENGINEERING

LA Street Civic Building EIR

Figure 3

Conceptual Site Plan (Project Alternative 3)

TABLE 1

LA Street Civic Building EIR

Project Trip Generation (Alternative 1)

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates [a]										
Government Office Complex	733	1	k.s.f.	27.92	89%	11%	**2.21**	31%	69%	**2.85**
Shopping Center	820	1	k.s.f.	42.94	61%	39%	**1.00**	49%	51%	**3.73**
Day Care Center	565	1	k.s.f.	79.26	53%	47%	**12.26**	47%	53%	**12.46**
PROPOSED PROJECT USES										
Gross Trips (Proposed Project Uses)										
Government Office		237.5	k.s.f.	6,631	467	58	**525**	210	467	**677**
Retail		10.0	k.s.f.	429	7	3	**10**	19	18	**37**
Day Care		2.5	k.s.f.	198	17	14	**31**	15	16	**31**
Proposed Project Subtotal				7,258	491	75	**566**	244	501	**745**
Trip Credits (Proposed Project Uses)										
Transit Credit (25%) [b]										
Government Office				(1,658)	(117)	(15)	**(132)**	(53)	(117)	**(170)**
Retail				(107)	(2)	(1)	**(3)**	(5)	(5)	**(10)**
Transit Credit Subtotal				(1,765)	(119)	(16)	**(135)**	(58)	(122)	**(180)**
Walk Credit 5% [c]										
Government Office				(332)	(23)	(3)	**(26)**	(11)	(23)	**(34)**
Retail				(21)	0	0	**0**	(1)	(1)	**(2)**
Walk Credit Subtotal				(353)	(23)	(3)	**(26)**	(12)	(24)	**(36)**
Internal Capture [d]										
Retail (10%)				(43)	(1)	0	**(1)**	(2)	(2)	**(4)**
Day Care [e]				(178)	(14)	(14)	**(28)**	(15)	(13)	**(28)**
Internal Capture Subtotal				(221)	(15)	(14)	**(29)**	(17)	(15)	**(32)**
CBD Adjustment [f]										
Retail (50%)				(129)	(2)	(1)	**(3)**	(6)	(5)	**(11)**
CBD Adjustment Subtotal				(129)	(2)	(1)	**(3)**	(6)	(5)	**(11)**
Net Trips (Proposed Project Uses)										
Government Office				4,641	327	40	**367**	146	327	**473**
Retail				129	2	1	**3**	5	5	**10**
Day Care				20	3	0	**3**	0	3	**3**
NET TOTAL (Proposed Project Uses)				4,790	332	41	**373**	151	335	**486**
EXISTING USES (TO BE REMOVED)										
Gross Trips (Existing Uses)										
LAPD Scientific Investigation Division		44.109	k.s.f.	1,232	86	11	**97**	39	87	**126**
Trip Credits (Existing Uses)										
Transit Credit (25%) [b]				(308)	(22)	(3)	**(25)**	(10)	(22)	**(32)**
Walk Credit 5% [c]				(62)	(4)	(1)	**(5)**	(2)	(4)	**(6)**
Net Trips (Existing Uses)										
NET TOTAL (Existing Uses To Be Removed)				862	60	7	**67**	27	61	**88**
NET PROJECT TRIP GENERATION TOTAL				3,928	272	34	**306**	124	274	**398**

[a] Source: Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition* .

[b] 25% credit based on existing public bus and commuter rail ridership data for the City of Los Angeles Civic Center.

[c] Walk credit takes into account walking trips associated with pedestrian activity to/from the Project site and neighboring land uses.

[d] Internal capture takes into account internal trip making between retail and office uses.

[e] The proposed day care would be used exclusively for city employees of the project. Internal trip discounts of 80% inbound and 100% outbound during the AM peak hour and 100% inbound and 80% outbound during the PM peak hour are assumed. The remaining 20% inbound during the AM peak hour and 20% outbound during the PM peak hour are assumed to be employee trips from the day care.

[f] The CBD adjustment accounts for pass-by trips and capture from neighboring developments. These trips are existing trips passing by the site and would not add trips to the area. A 50% pass-by trip credit was applied per LADOT Traffic Study Policies & Procedures.

TABLE 2

LA Street Civic Building EIR

Project Trip Generation (Alternative 2)

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates [a]										
Government Office Complex	733	1	k.s.f.	27.92	89%	11%	**2.21**	31%	69%	**2.85**
Shopping Center	820	1	k.s.f.	42.94	61%	39%	**1.00**	49%	51%	**3.73**
Day Care Center	565	1	k.s.f.	79.26	53%	47%	**12.26**	47%	53%	**12.46**
PROPOSED PROJECT USES										
Gross Trips (Proposed Project Uses)										
Government Office		475.0	k.s.f.	13,262	935	115	**1,050**	420	934	**1,354**
Retail		22.5	k.s.f.	966	15	8	**23**	42	42	**84**
Day Care		2.5	k.s.f.	198	17	14	**31**	15	16	**31**
Proposed Project Subtotal				14,426	967	137	**1,104**	477	992	**1,469**
Trip Credits (Proposed Project Uses)										
Transit Credit (25%) [b]										
Government Office				(3,316)	(234)	(29)	**(263)**	(105)	(234)	**(339)**
Retail				(242)	(4)	(2)	**(6)**	(11)	(11)	**(22)**
Transit Credit Subtotal				(3,558)	(238)	(31)	**(269)**	(116)	(245)	**(361)**
Walk Credit 5% [c]										
Government Office				(663)	(47)	(6)	**(53)**	(21)	(47)	**(68)**
Retail				(48)	(1)	0	**(1)**	(2)	(2)	**(4)**
Walk Credit Subtotal				(711)	(48)	(6)	**(54)**	(23)	(49)	**(72)**
Internal Capture [d]										
Retail (10%)				(97)	(2)	(1)	**(3)**	(4)	(4)	**(8)**
Day Care [e]				(178)	(14)	(14)	**(28)**	(15)	(13)	**(28)**
Internal Capture Subtotal				(275)	(16)	(15)	**(31)**	(19)	(17)	**(36)**
CBD Adjustment [f]										
Retail (50%)				(290)	(4)	(3)	**(7)**	(13)	(13)	**(26)**
CBD Adjustment Subtotal				(290)	(4)	(3)	**(7)**	(13)	(13)	**(26)**
Net Trips (Proposed Project Uses)										
Government Office				9,283	654	80	**734**	294	653	**947**
Retail				289	4	2	**6**	12	12	**24**
Day Care				20	3	0	**3**	0	3	**3**
NET TOTAL (Proposed Project Uses)				9,592	661	82	**743**	306	668	**974**
EXISTING USES (TO BE REMOVED)										
Gross Trips (Existing Uses)										
LAPD Scientific Investigation Division		44.109	k.s.f.	1,232	86	11	**97**	39	87	**126**
Trip Credits (Existing Uses)										
Transit Credit (25%) [b]				(308)	(22)	(3)	**(25)**	(10)	(22)	**(32)**
Walk Credit 5% [c]				(62)	(4)	(1)	**(5)**	(2)	(4)	**(6)**
Net Trips (Existing Uses)										
NET TOTAL (Existing Uses To Be Removed)				862	60	7	**67**	27	61	**88**
NET PROJECT TRIP GENERATION TOTAL				8,730	601	75	**676**	279	607	**886**

[a] Source: Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition* .

[b] 25% credit based on existing public bus and commuter rail ridership data for the City of Los Angeles Civic Center.

[c] Walk credit takes into account walking trips associated with pedestrian activity to/from the Project site and neighboring land uses.

[d] Internal capture takes into account internal trip making between retail and office uses.

[e] The proposed day care would be used exclusively for city employees of the project. Internal trip discounts of 80% inbound and 100% outbound during the AM peak hour and 100% inbound and 80% outbound during the PM peak hour are assumed. The remaining 20% inbound during the AM peak hour and 20% outbound during the PM peak hour are assumed to be employee trips from the day care.

[f] The CBD adjustment accounts for pass-by trips and capture from neighboring developments. These trips are existing trips passing by the site and would not add trips to the area. A 50% pass-by trip credit was applied per LADOT Traffic Study Policies & Procedures.

TABLE 3

LA Street Civic Building EIR

Project Trip Generation (Alternative 3)

Land Use	ITE Code	Intensity		Average Weekday	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Rates [a]										
Government Office Complex	733	1	k.s.f.	27.92	89%	11%	**2.21**	31%	69%	**2.85**
Shopping Center	820	1	k.s.f.	42.94	61%	39%	**1.00**	49%	51%	**3.73**
Day Care Center	565	1	k.s.f.	79.26	53%	47%	**12.26**	47%	53%	**12.46**
PROPOSED PROJECT USES										
Gross Trips (Proposed Project Uses)										
Government Office		712.5	k.s.f.	19,893	1,402	173	**1,575**	630	1,401	**2,031**
Retail		35.0	k.s.f.	1,503	22	13	**35**	65	66	**131**
Day Care		2.5	k.s.f.	198	17	14	**31**	15	16	**31**
Proposed Project Subtotal				21,594	1,441	200	**1,641**	710	1,483	**2,193**
Trip Credits (Proposed Project Uses)										
Transit Credit (25%) [b]										
Government Office				(4,973)	(351)	(43)	**(394)**	(158)	(350)	**(508)**
Retail				(376)	(6)	(3)	**(9)**	(16)	(17)	**(33)**
Transit Credit Subtotal				(5,349)	(357)	(46)	**(403)**	(174)	(367)	**(541)**
Walk Credit 5% [c]										
Government Office				(995)	(70)	(9)	**(79)**	(32)	(70)	**(102)**
Retail				(75)	(1)	(1)	**(2)**	(3)	(3)	**(6)**
Walk Credit Subtotal				(1,070)	(71)	(10)	**(81)**	(35)	(73)	**(108)**
Internal Capture [d]										
Retail (10%)				(150)	(2)	(1)	**(3)**	(7)	(7)	**(14)**
Day Care [e]				(178)	(14)	(14)	**(28)**	(15)	(13)	**(28)**
Internal Capture Subtotal				(328)	(16)	(15)	**(31)**	(22)	(20)	**(42)**
CBD Adjustment [f]										
Retail (50%)				(451)	(7)	(4)	**(11)**	(20)	(20)	**(40)**
CBD Adjustment Subtotal				(451)	(7)	(4)	**(11)**	(20)	(20)	**(40)**
Net Trips (Proposed Project Uses)										
Government Office				13,925	981	121	**1,102**	440	981	**1,421**
Retail				451	6	4	**10**	19	19	**38**
Day Care				20	3	0	**3**	0	3	**3**
NET TOTAL (Proposed Project Uses)				14,396	990	125	**1,115**	459	1,003	**1,462**
EXISTING USES (TO BE REMOVED)										
Gross Trips (Existing Uses)										
LAPD Scientific Investigation Division		44.109	k.s.f.	1,232	86	11	**97**	39	87	**126**
Trip Credits (Existing Uses)										
Transit Credit (25%) [b]				(308)	(22)	(3)	**(25)**	(10)	(22)	**(32)**
Walk Credit 5% [c]				(62)	(4)	(1)	**(5)**	(2)	(4)	**(6)**
Net Trips (Existing Uses)										
NET TOTAL (Existing Uses To Be Removed)				862	60	7	**67**	27	61	**88**
NET PROJECT TRIP GENERATION TOTAL				13,534	930	118	**1,048**	432	942	**1,374**

[a] Source: Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition* .

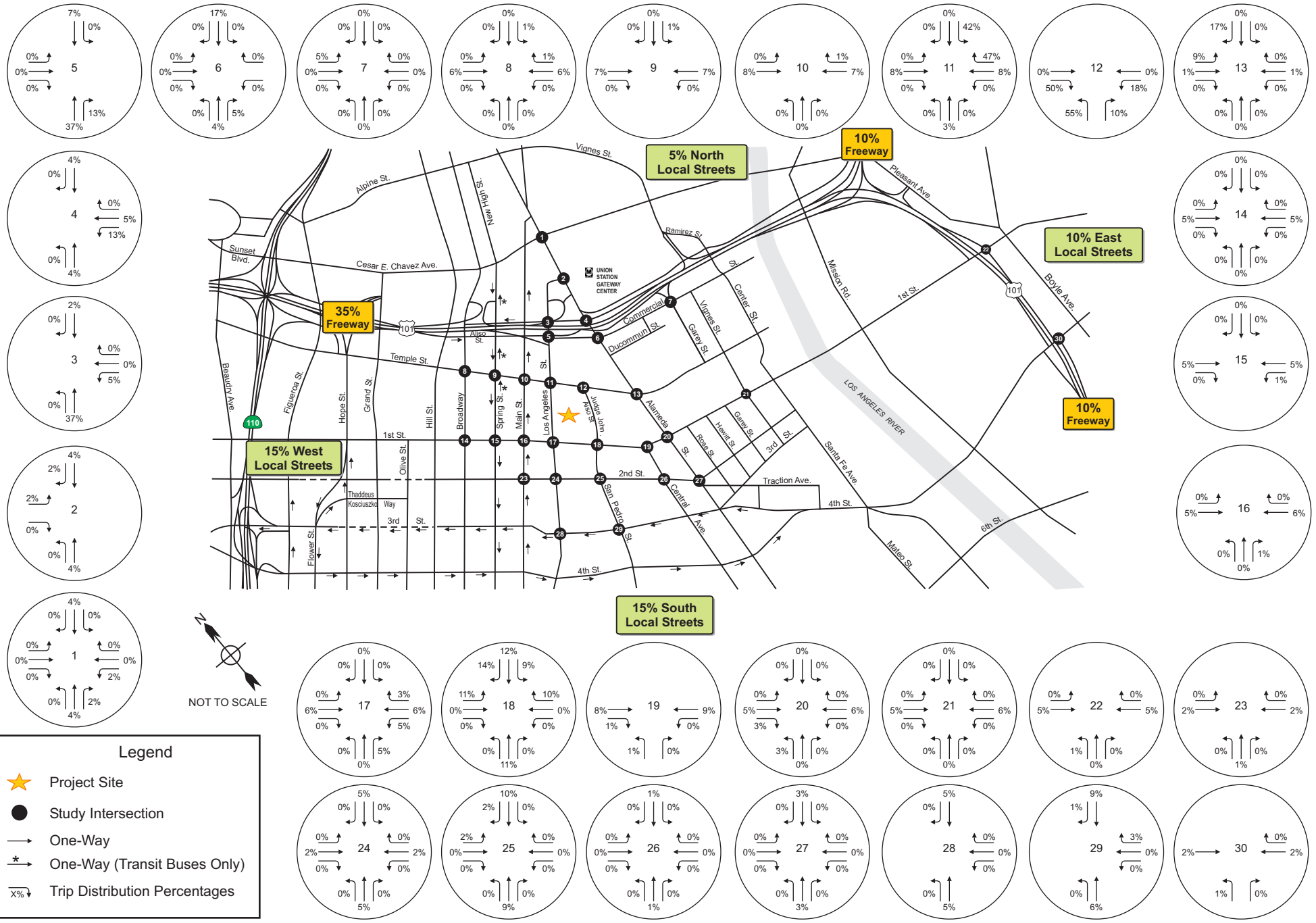
[b] 25% credit based on existing public bus and commuter rail ridership data for the City of Los Angeles Civic Center.

[c] Walk credit takes into account walking trips associated with pedestrian activity to/from the Project site and neighboring land uses.

[d] Internal capture takes into account internal trip making between retail and office uses.

[e] The proposed day care would be used exclusively for city employees of the project. Internal trip discounts of 80% inbound and 100% outbound during the AM peak hour and 100% inbound and 80% outbound during the PM peak hour are assumed. The remaining 20% inbound during the AM peak hour and 20% outbound during the PM peak hour are assumed to be employee trips from the day care.

[f] The CBD adjustment accounts for pass-by trips and capture from neighboring developments. These trips are existing trips passing by the site and would not add trips to the area. A 50% pass-by trip credit was applied per LADOT Traffic Study Policies & Procedures.



KOA CORPORATION
PLANNING & ENGINEERING

LA Street Civic Building EIR

Figure 4

Study Area and Project Trip Distribution

APPENDIX B
Traffic Count Data

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_001 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Alameda St			Alameda St			Cesar E Chavez Ave			Cesar E Chavez Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	3	0	
7:00 AM	22	63	23	24	235	34	19	96	40	44	216	10	826
7:15 AM	23	72	15	14	264	55	14	112	29	38	231	9	876
7:30 AM	24	88	25	25	312	61	16	114	32	32	271	7	1007
7:45 AM	16	81	20	26	307	50	9	135	30	45	295	9	1023
8:00 AM	20	82	28	22	291	62	18	123	30	42	286	8	1012
8:15 AM	26	93	32	14	284	62	14	111	29	40	239	8	952
8:30 AM	16	75	26	16	335	49	20	108	34	44	281	14	1018
8:45 AM	21	90	17	23	271	55	24	102	36	44	236	12	931
9:00 AM	24	107	30	19	251	56	19	103	34	37	198	15	893
9:15 AM	24	90	36	25	212	45	15	86	20	34	211	15	813
9:30 AM	28	105	19	15	198	38	11	91	46	37	184	15	787
9:45 AM	20	96	28	24	162	43	12	88	30	41	184	9	737
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	264	1042	299	247	3122	610	191	1269	390	478	2832	131	10875
APPROACH %'s :	16.45%	64.92%	18.63%	6.21%	78.46%	15.33%	10.32%	68.59%	21.08%	13.89%	82.30%	3.81%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	78	331	106	78	1217	223	61	477	123	171	1101	39	4005
PEAK HR FACTOR :		0.853			0.949			0.950			0.939		0.979

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_001 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Alameda St			Alameda St			Cesar E Chavez Ave			Cesar E Chavez Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	3	0	
3:00 PM	40	159	24	26	180	37	9	134	25	31	147	11	823
3:15 PM	27	167	27	20	185	31	17	149	44	29	143	16	855
3:30 PM	34	173	33	26	177	28	21	139	41	27	167	12	878
3:45 PM	35	179	38	22	191	31	27	163	43	29	180	17	955
4:00 PM	31	158	39	28	194	38	20	177	45	24	175	20	949
4:15 PM	28	198	39	19	177	28	15	173	42	43	169	21	952
4:30 PM	44	218	31	20	183	35	23	196	35	32	205	13	1035
4:45 PM	35	250	36	25	174	24	19	215	36	37	265	19	1135
5:00 PM	33	264	27	25	184	38	18	232	36	45	307	25	1234
5:15 PM	37	235	32	23	186	20	22	265	45	31	297	26	1219
5:30 PM	32	277	38	17	154	36	28	234	49	21	285	19	1190
5:45 PM	36	278	42	16	156	27	25	243	34	24	241	17	1139
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	412	2556	406	267	2141	373	244	2320	475	373	2581	216	12364
APPROACH %'s :	12.21%	75.76%	12.03%	9.60%	76.99%	13.41%	8.03%	76.34%	15.63%	11.77%	81.42%	6.81%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	138	1054	139	81	680	121	93	974	164	121	1130	87	4782
PEAK HR FACTOR :		0.935			0.893			0.927			0.887		0.969

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

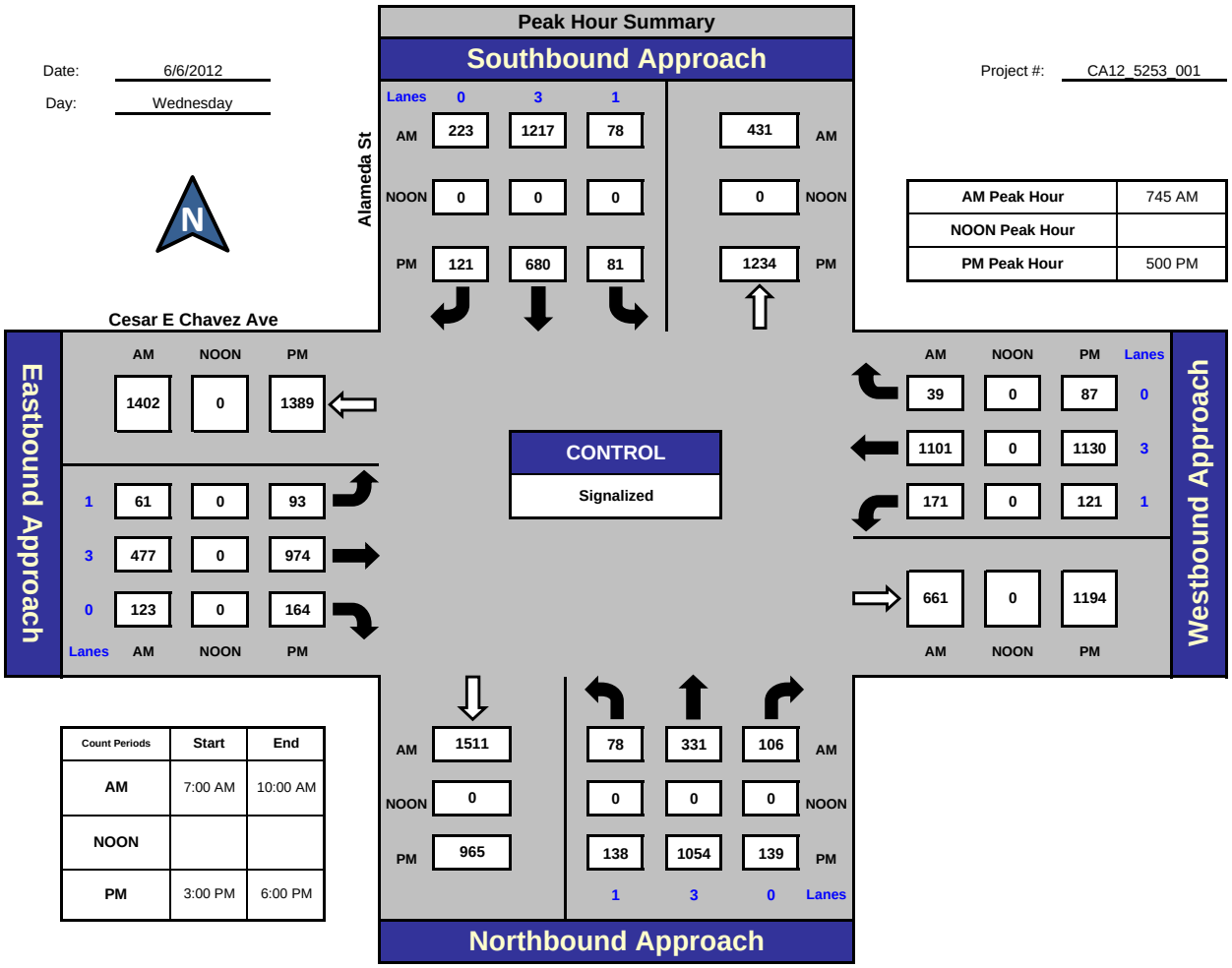
National Data & Surveying Services

Alameda St and Cesar E Chavez Ave , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

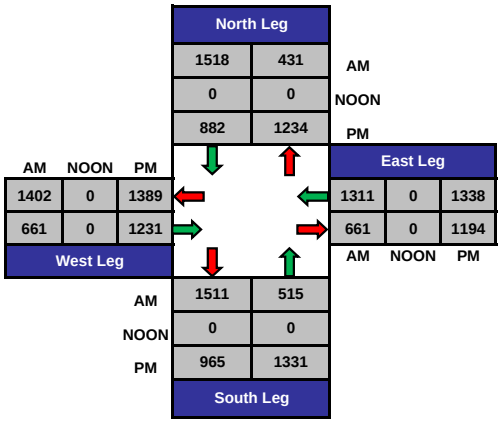
Project #: CA12_5253_001



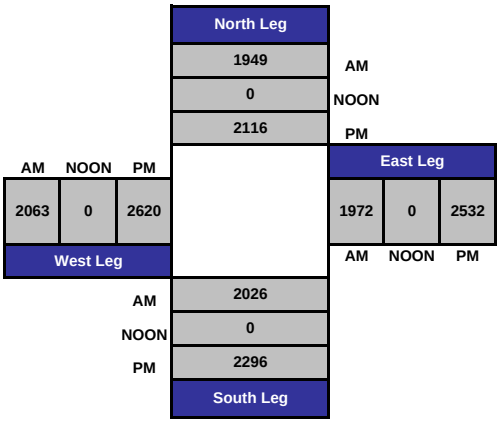
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-001
N/S Street: Alameda St
E/W Street: Cesar E Chavez Ave
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	4	3	4	2	8	9	1	3
7:15 AM	1	7	10	7	21	4	5	12
7:30 AM	0	2	13	4	17	8	10	7
7:45 AM	1	1	6	10	26	6	4	10
8:00 AM	0	5	9	4	24	12	7	2
8:15 AM	0	1	6	5	19	12	3	2
8:30 AM	3	7	13	6	19	11	1	13
8:45 AM	3	12	8	6	21	13	10	40
9:00 AM	0	2	14	5	28	22	10	13
9:15 AM	1	5	17	2	18	11	12	7
9:30 AM	4	4	4	10	16	12	8	7
9:45 AM	3	17	7	6	20	13	8	14
TOTALS	**20**	**66**	**111**	**67**	**237**	**133**	**79**	**130**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	3	3	0	0	2	0	1	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	1	0	1	3	1	1	2	0	0	1	0
8:30 AM	0	3	0	0	1	0	0	0	1	0	2	0
8:45 AM	0	0	0	1	0	0	0	1	0	0	0	0
9:00 AM	0	0	0	0	1	0	0	0	0	1	2	0
9:15 AM	0	2	0	1	0	0	0	1	1	0	0	0
9:30 AM	0	3	0	0	1	0	0	0	0	1	1	0
9:45 AM	0	1	0	0	2	0	0	0	1	3	0	0
TOTALS	**0**	**12**	**0**	**6**	**11**	**1**	**1**	**6**	**3**	**6**	**8**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	11	4	32	13	34	27	19	22
3:15 PM	6	4	11	4	16	21	10	11
3:30 PM	0	5	23	7	2	24	12	17
3:45 PM	5	9	21	5	18	28	3	8
4:00 PM	4	3	30	13	16	21	11	26
4:15 PM	0	0	17	21	11	6	3	8
4:30 PM	6	1	31	4	15	22	11	7
4:45 PM	7	6	19	16	13	23	14	19
5:00 PM	5	5	18	7	28	30	9	18
5:15 PM	6	6	20	10	9	26	7	22
5:30 PM	6	10	7	5	7	24	7	20
5:45 PM	7	1	7	15	8	10	12	4
TOTALS	**63**	**54**	**236**	**120**	**177**	**262**	**118**	**182**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	2	0	0	0	0	0	0	0
3:15 PM	0	3	0	0	3	0	0	0	0	0	0	0
3:30 PM	1	2	0	0	0	0	0	1	0	2	0	0
3:45 PM	1	0	0	0	1	0	0	2	0	0	2	0
4:00 PM	0	3	0	1	5	0	0	2	0	0	3	0
4:15 PM	0	1	0	2	2	1	0	1	2	2	0	0
4:30 PM	0	2	0	1	0	0	0	2	2	2	1	0
4:45 PM	0	1	0	0	1	0	0	3	1	1	4	0
5:00 PM	0	2	0	0	2	0	0	2	0	0	1	0
5:15 PM	0	1	0	0	0	0	0	1	0	0	0	0
5:30 PM	0	3	0	0	0	0	1	1	1	1	2	4
5:45 PM	0	4	0	0	6	0	0	3	0	0	1	1
TOTALS	**2**	**22**	**0**	**4**	**22**	**1**	**1**	**18**	**6**	**8**	**14**	**5**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_002 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Alameda St			Alameda St			Los Angeles St			Los Angeles St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	3	0	1.5	1	0.5	0.5	1.5	1	
7:00 AM		90	43	20	252	55	12	15	5	31	13	8	544
7:15 AM		90	39	17	241	61	8	8	5	18	13	14	514
7:30 AM		115	41	15	287	76	9	9	5	16	14	8	595
7:45 AM		103	37	23	288	66	11	9	0	31	17	9	594
8:00 AM		106	37	20	285	53	13	7	6	22	19	9	577
8:15 AM		126	28	18	257	65	14	9	6	39	18	11	591
8:30 AM		97	27	27	310	74	17	9	4	24	13	7	609
8:45 AM		99	33	20	265	66	21	9	6	28	14	8	569
9:00 AM		132	36	26	240	64	24	6	5	35	19	6	593
9:15 AM		126	39	16	235	22	25	5	5	43	3	7	526
9:30 AM		125	25	15	242	30	10	5	10	30	7	8	507
9:45 AM		136	26	17	212	19	11	5	12	29	2	8	477
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1345	411	234	3114	651	175	96	69	346	152	103	6696
APPROACH %'s :	0.00%	76.59%	23.41%	5.85%	77.87%	16.28%	51.47%	28.24%	20.29%	57.57%	25.29%	17.14%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	432	129	88	1140	258	55	34	16	116	67	36	2371
PEAK HR FACTOR :		0.911			0.904			0.875			0.805		0.973

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_002 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Alameda St			Alameda St			Los Angeles St			Los Angeles St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	3	0	1.5	1	0.5	0.5	1.5	1	
3:00 PM		178	26	14	193	28	29	8	7	40	11	9	543
3:15 PM		169	34	16	213	27	32	12	7	25	8	10	553
3:30 PM		182	31	15	205	29	47	8	8	27	9	15	576
3:45 PM		197	33	19	225	24	42	12	10	41	12	13	628
4:00 PM		164	29	14	216	22	43	12	13	41	16	21	591
4:15 PM		184	28	27	219	28	62	9	6	33	17	13	626
4:30 PM		209	40	18	207	20	64	14	5	41	10	21	649
4:45 PM		226	28	18	195	39	67	23	8	41	23	18	686
5:00 PM		231	27	20	226	19	79	15	7	42	12	26	704
5:15 PM		202	33	26	208	29	88	21	7	36	19	17	686
5:30 PM		213	44	20	197	23	110	20	10	42	20	18	717
5:45 PM		220	34	13	156	30	118	11	3	31	15	23	654
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2375	387	220	2460	318	781	165	91	440	172	204	7613
APPROACH %'s :	0.00%	85.99%	14.01%	7.34%	82.05%	10.61%	75.31%	15.91%	8.78%	53.92%	21.08%	25.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	872	132	84	826	110	344	79	32	161	74	79	2793
PEAK HR FACTOR :		0.973			0.962			0.813			0.957		0.974

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

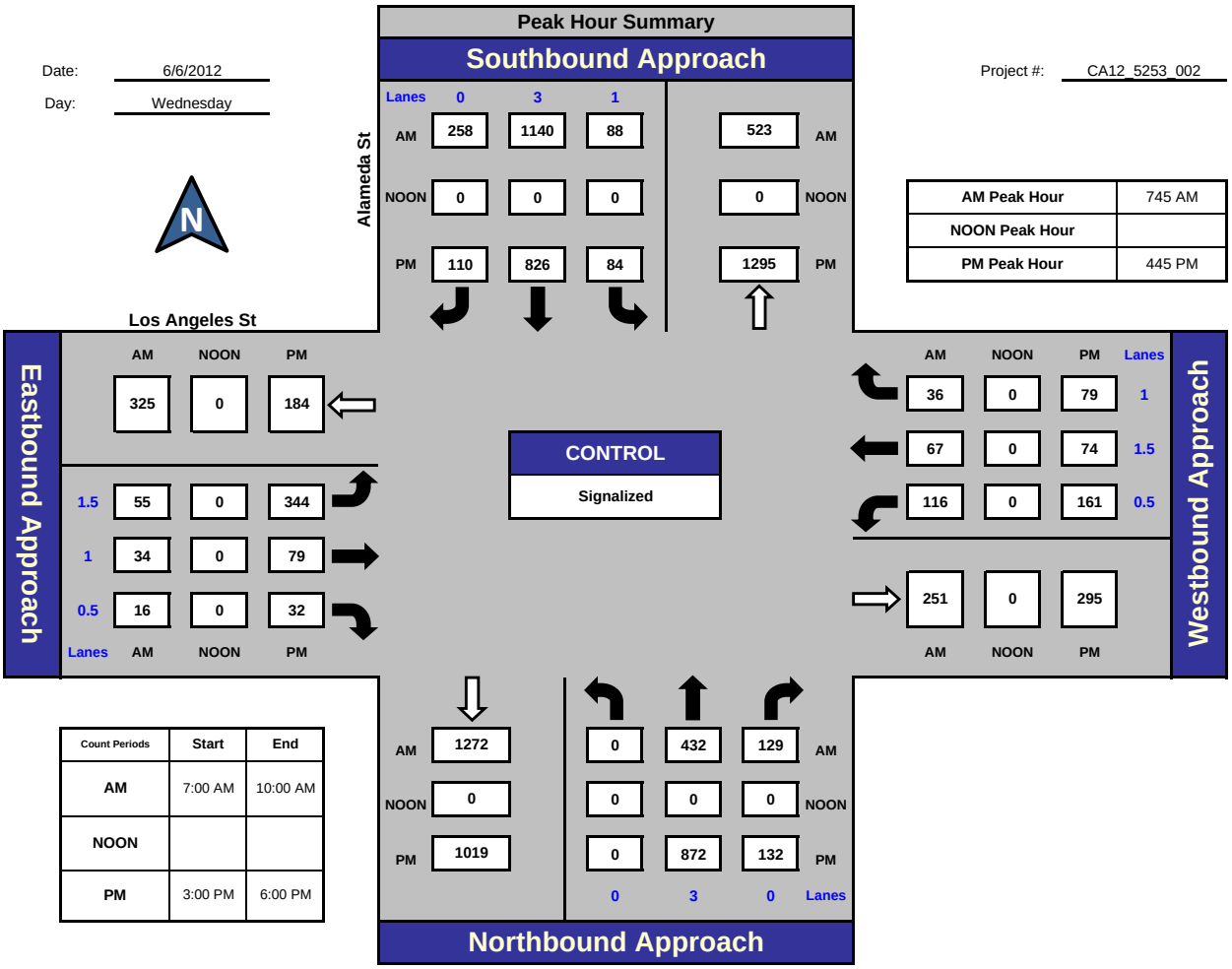
National Data & Surveying Services

Alameda St and Los Angeles St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

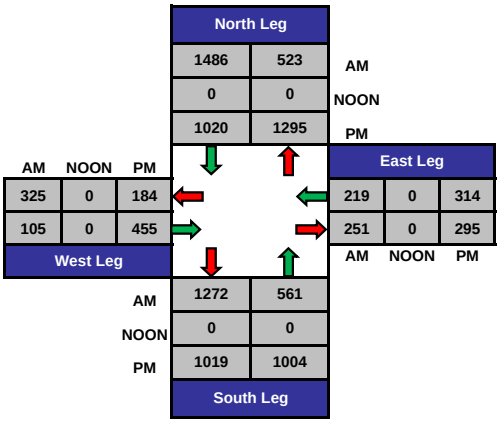
Project #: CA12_5253_002



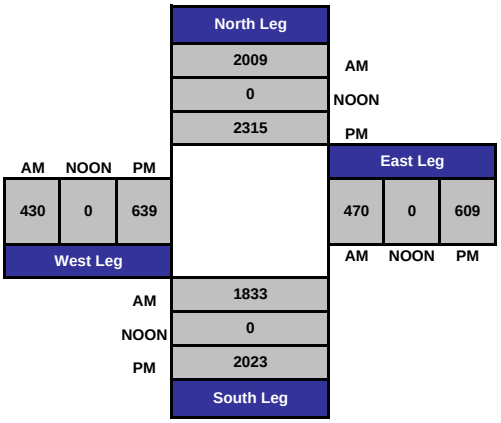
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-002
N/S Street: Alameda St
E/W Street: Los Angeles St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	39	35	3	6	7	1	0	0
7:15 AM	76	58	2	6	9	2	0	3
7:30 AM	83	53	2	9	4	0	9	0
7:45 AM	57	50	2	8	10	0	3	1
8:00 AM	89	64	1	9	2	6	3	0
8:15 AM	99	86	4	4	9	2	1	1
8:30 AM	125	70	5	12	4	3	3	1
8:45 AM	127	37	1	10	2	5	2	4
9:00 AM	69	44	3	4	9	4	0	1
9:15 AM	80	35	3	6	3	4	5	10
9:30 AM	72	77	1	8	8	4	2	2
9:45 AM	29	25	10	11	6	2	2	2
TOTALS	**945**	**634**	**37**	**93**	**73**	**33**	**30**	**25**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	1	0	0	0	1	0	0	1	0	0	1	0
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	1	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	1	0	0	0	0
8:00 AM	1	0	0	0	4	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	3	0	0	0	0	0	0	0
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	0
8:45 AM	2	0	0	0	0	0	0	0	1	0	0	0
9:00 AM	0	2	0	0	2	0	0	1	0	0	0	0
9:15 AM	0	1	0	0	2	0	0	0	0	0	0	0
9:30 AM	0	2	1	0	1	0	0	0	0	1	0	0
9:45 AM	0	2	0	0	4	0	0	0	0	0	1	0
TOTALS	**7**	**11**	**1**	**0**	**21**	**0**	**0**	**4**	**1**	**1**	**2**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	21	57	15	11	6	10	2	3
3:15 PM	10	109	3	2	8	8	3	3
3:30 PM	11	36	24	7	2	4	0	1
3:45 PM	9	81	7	6	3	6	4	2
4:00 PM	7	79	13	12	14	5	6	0
4:15 PM	6	112	14	8	8	3	4	1
4:30 PM	5	67	9	3	5	4	0	3
4:45 PM	18	78	17	4	6	2	6	6
5:00 PM	19	51	9	17	2	0	12	2
5:15 PM	21	116	19	10	3	2	7	1
5:30 PM	23	55	16	13	4	8	3	3
5:45 PM	71	133	7	4	6	5	0	1
TOTALS	**221**	**974**	**153**	**97**	**67**	**57**	**47**	**26**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	1	0	0	1	1	0	0	0
3:15 PM	0	4	0	0	1	0	0	1	1	0	0	0
3:30 PM	0	0	0	0	1	0	0	1	0	0	0	0
3:45 PM	2	0	0	0	4	0	0	2	0	0	0	0
4:00 PM	0	0	1	0	4	0	1	2	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	1	0	0	0	0
4:30 PM	0	4	2	1	0	0	0	2	0	0	0	1
4:45 PM	0	2	0	0	1	0	0	0	0	0	1	0
5:00 PM	0	3	3	0	0	0	0	3	1	0	0	0
5:15 PM	0	2	0	0	0	0	0	2	0	0	0	0
5:30 PM	0	3	1	0	2	0	0	3	0	0	1	0
5:45 PM	0	3	0	0	2	0	1	0	0	0	0	0
TOTALS	**2**	**22**	**7**	**1**	**17**	**0**	**2**	**18**	**3**	**0**	**2**	**1**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_003 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Los Angeles St			Los Angeles St			Arcadia St			Arcadia St			
	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	0	0	0	3	0	
7:00 AM	6	49			54	5				76	168	5	363
7:15 AM	2	39			66	2				73	210	2	394
7:30 AM	4	35			89	7				83	227	4	449
7:45 AM	9	47			85	3				74	254	6	478
8:00 AM	3	45			64	6				89	250	5	462
8:15 AM	10	53			84	8				66	232	7	460
8:30 AM	5	52			79	4				68	214	5	427
8:45 AM	7	56			76	6				41	161	10	357
9:00 AM	8	64			72	10				105	240	4	503
9:15 AM	5	62			29	5				80	192	9	382
9:30 AM	9	67			34	8				95	205	8	426
9:45 AM	13	56			25	1				73	225	7	400
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	81	625	0	0	757	65	0	0	0	923	2578	72	5101
APPROACH %'s :	11.47%	88.53%	0.00%	0.00%	92.09%	7.91%	#DIV/0!	#DIV/0!	#DIV/0!	25.83%	72.15%	2.02%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	26	180	0	0	322	24	0	0	0	312	963	22	1849
PEAK HR FACTOR :		0.817			0.901			0.000			0.943		0.967

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_003 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Los Angeles St			Los Angeles St			Arcadia St			Arcadia St			
	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	0	0	0	3	0	
3:00 PM	10	105			32	5				21	138	3	314
3:15 PM	7	122			20	12				29	140	6	336
3:30 PM	7	126			28	9				28	145	5	348
3:45 PM	9	103			27	10				27	118	14	308
4:00 PM	7	125			32	10				25	141	14	354
4:15 PM	6	128			33	14				19	157	4	361
4:30 PM	12	145			21	9				32	173	1	393
4:45 PM	20	175			40	16				24	183	5	463
5:00 PM	21	157			27	7				25	180	2	419
5:15 PM	26	190			38	7				29	170	3	463
5:30 PM	22	197			29	14				27	196	7	492
5:45 PM	17	207			42	6				11	164	4	451
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	164	1780	0	0	369	119	0	0	0	297	1905	68	4702
APPROACH %'s :	8.44%	91.56%	0.00%	0.00%	75.61%	24.39%	#DIV/0!	#DIV/0!	#DIV/0!	13.08%	83.92%	3.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	89	719	0	0	134	44	0	0	0	105	729	17	1837
PEAK HR FACTOR :		0.922			0.795			0.000			0.925		0.933

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

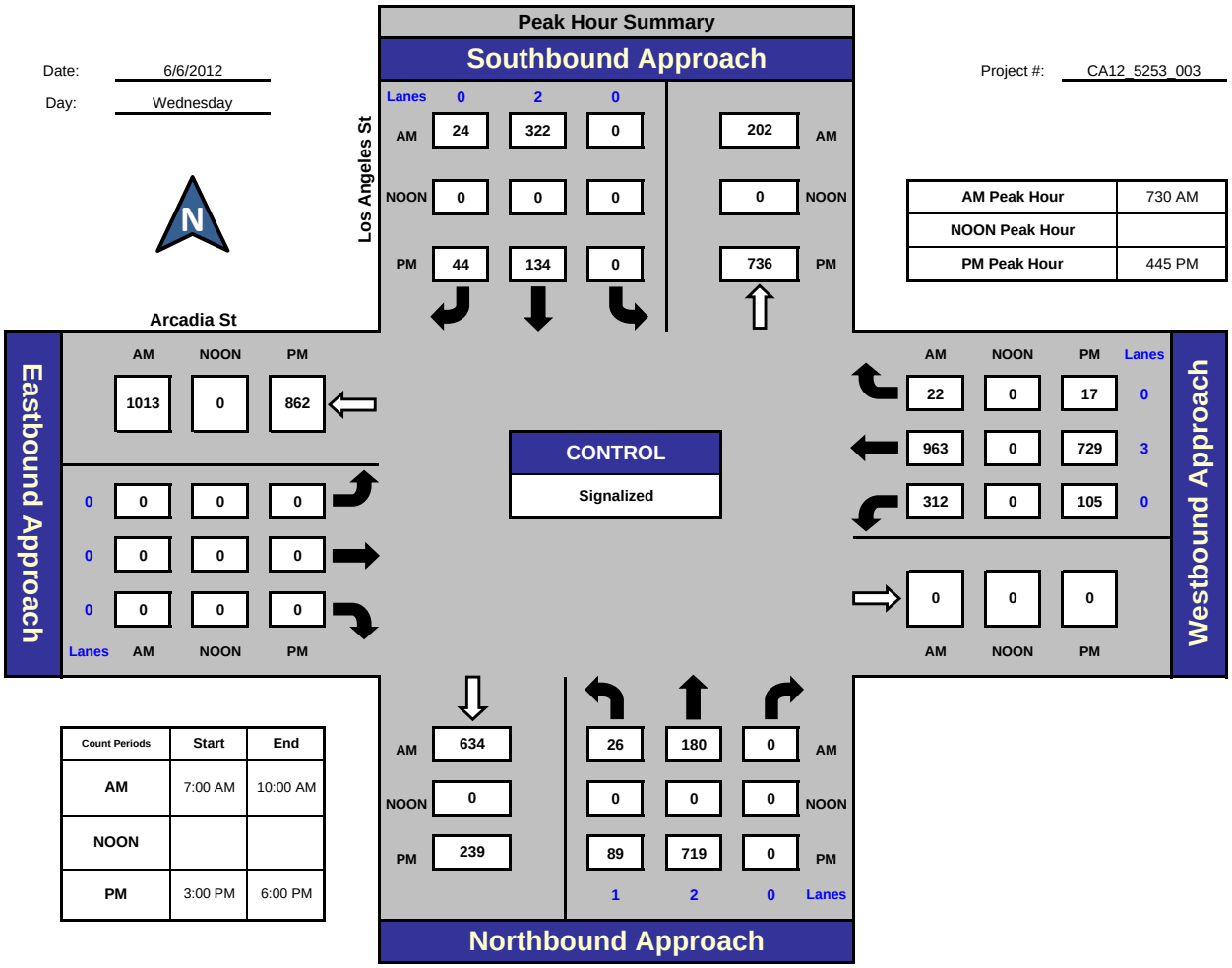
National Data & Surveying Services

Los Angeles St and Arcadia St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

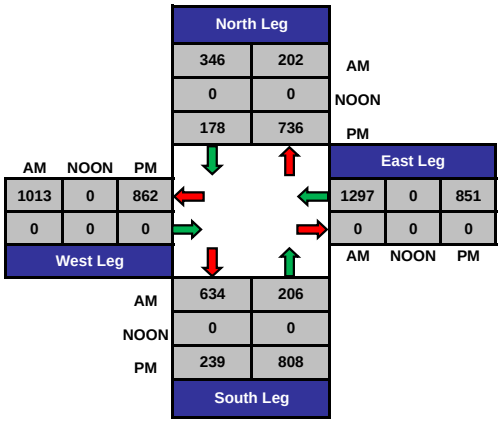
Project #: CA12_5253_003



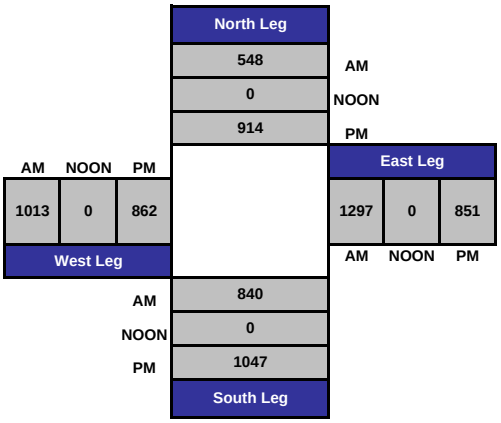
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-003
N/S Street: Los Angeles St
E/W Street: Arcadia St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	4	13	0	0	2	28	0	14
7:15 AM	4	41	0	0	4	26	2	13
7:30 AM	7	23	0	0	3	7	0	4
7:45 AM	9	18	0	0	4	20	2	6
8:00 AM	9	15	0	0	12	22	3	7
8:15 AM	9	16	0	0	12	20	5	4
8:30 AM	12	17	0	0	9	13	0	7
8:45 AM	5	12	0	0	7	14	3	7
9:00 AM	2	3	0	0	6	14	6	3
9:15 AM	6	7	0	0	14	13	1	1
9:30 AM	7	11	0	0	13	9	3	4
9:45 AM	6	8	0	0	12	12	1	5
TOTALS	**80**	**184**	**0**	**0**	**98**	**198**	**26**	**75**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	2	0	0	0	0	1	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:30 AM	0	1	0	0	2	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	3	0	0	0	0	0	1	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	1	0	0	0	0	1	0	0
8:30 AM	0	0	0	0	2	0	0	0	1	1	0	0
8:45 AM	0	0	0	0	3	0	0	0	0	0	1	0
9:00 AM	0	2	0	0	4	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	1	0	0	0	0	0	1	0
9:30 AM	0	0	0	0	2	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	1	1	0	0	0	0	0	0
TOTALS	**0**	**4**	**0**	**0**	**22**	**1**	**0**	**1**	**1**	**3**	**4**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	12	10	0	0	17	4	9	0
3:15 PM	3	6	0	0	18	1	3	3
3:30 PM	13	7	0	0	18	6	1	4
3:45 PM	8	2	0	0	24	9	3	3
4:00 PM	15	6	0	0	29	3	6	5
4:15 PM	3	7	0	0	13	2	6	0
4:30 PM	12	3	0	0	12	1	4	1
4:45 PM	6	2	0	0	8	0	7	1
5:00 PM	23	8	0	0	18	5	7	1
5:15 PM	21	5	0	0	7	3	6	8
5:30 PM	18	2	0	0	5	2	3	0
5:45 PM	5	11	0	0	6	0	4	0
TOTALS	**139**	**69**	**0**	**0**	**175**	**36**	**59**	**26**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	1	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	2	2	0	0	0	0	1	0	0	0	1
3:45 PM	0	3	0	0	4	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	3	0	0	1	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	3	1	0	1	0	0	1	0	1	0	0
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	2	0	0	0	0	0	2	0
TOTALS	**0**	**20**	**3**	**0**	**12**	**0**	**1**	**2**	**0**	**1**	**2**	**1**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_004 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Alameda St			Alameda St			US-101 NB off-ramp/Arcadia St			US-101 NB off-ramp/Arcadia St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	0	3	0	0	0	0	1.5	2	0.5	
7:00 AM	4	191			191	12				99	238	29	764
7:15 AM	7	170			168	11				87	277	33	753
7:30 AM	8	193			225	16				119	295	32	888
7:45 AM	9	189			237	14				128	310	20	907
8:00 AM	6	190			240	14				122	319	32	923
8:15 AM	4	185			202	24				116	277	28	836
8:30 AM	8	164			226	20				111	247	26	802
8:45 AM	13	184			195	22				82	167	21	684
9:00 AM	6	207			194	23				163	304	40	937
9:15 AM	6	216			196	23				103	258	35	837
9:30 AM	7	172			180	31				109	268	40	807
9:45 AM	8	189			175	22				108	265	39	806
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	86	2250	0	0	2429	232	0	0	0	1347	3225	375	9944
APPROACH %'s :	3.68%	96.32%	0.00%	0.00%	91.28%	8.72%	#DIV/0!	#DIV/0!	#DIV/0!	27.23%	65.19%	7.58%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	27	757	0	0	904	68	0	0	0	485	1201	112	3554
PEAK HR FACTOR :		0.975			0.957			0.000			0.950		0.963

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_004 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Alameda St			Alameda St			US-101 NB off-ramp/Arcadia St			US-101 NB off-ramp/Arcadia St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	0	3	0	0	0	0	1.5	2	0.5	
3:00 PM	5	324			161	11				67	134	24	726
3:15 PM	8	341			163	4				92	170	81	859
3:30 PM	12	345			156	3				94	165	43	818
3:45 PM	6	367			171	18				83	144	39	828
4:00 PM	7	326			180	16				97	161	38	825
4:15 PM	4	339			161	7				94	170	37	812
4:30 PM	6	369			176	5				112	188	46	902
4:45 PM	3	423			182	5				96	211	35	955
5:00 PM	5	419			185	10				87	196	26	928
5:15 PM	8	413			184	13				76	186	31	911
5:30 PM	3	379			167	13				72	216	40	890
5:45 PM	4	434			129	3				79	172	40	861
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	71	4479	0	0	2015	108	0	0	0	1049	2113	480	10315
APPROACH %'s :	1.56%	98.44%	0.00%	0.00%	94.91%	5.09%	#DIV/0!	#DIV/0!	#DIV/0!	28.80%	58.02%	13.18%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	22	1624	0	0	727	33	0	0	0	371	781	138	3696
PEAK HR FACTOR :		0.966			0.964			0.000			0.932		0.968

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

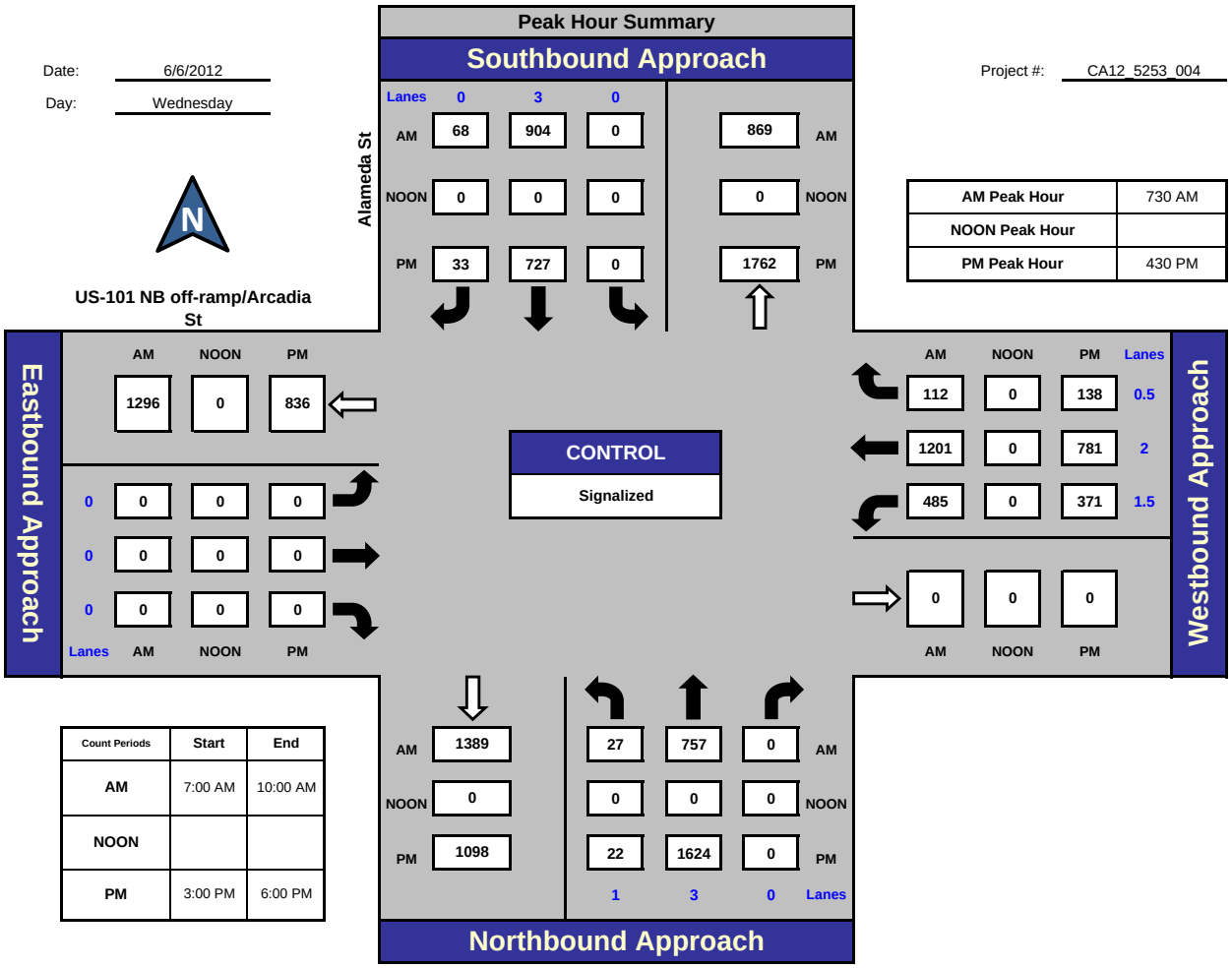
National Data & Surveying Services

Alameda St and US-101 NB off-ramp/Arcadia St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

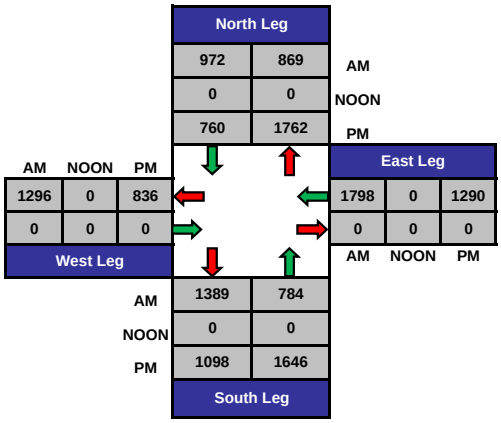
Project #: CA12_5253_004



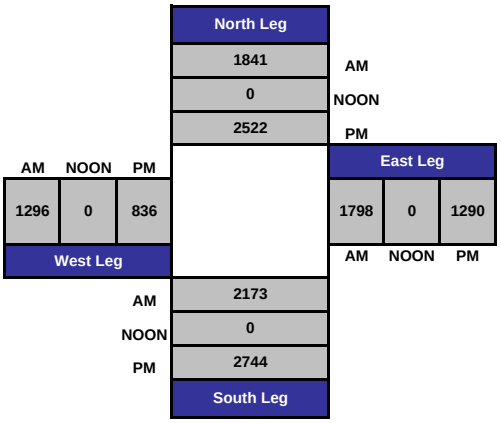
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-004
N/S Street: Alameda St
E/W Street: US-101 NB off-ramp/Arcadia St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	33	0	0	10	31	1	18
7:15 AM	1	48	0	0	6	70	2	26
7:30 AM	3	18	0	0	5	29	8	13
7:45 AM	2	21	0	0	5	48	3	12
8:00 AM	7	35	0	0	4	52	5	16
8:15 AM	2	24	0	0	7	40	0	14
8:30 AM	3	14	0	0	6	31	3	7
8:45 AM	3	16	0	0	7	27	2	13
9:00 AM	2	7	0	0	7	26	1	4
9:15 AM	8	4	0	0	7	18	7	8
9:30 AM	2	5	0	0	1	13	2	5
9:45 AM	1	8	0	0	7	17	1	8
TOTALS	**37**	**233**	**0**	**0**	**72**	**402**	**35**	**144**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	1	1	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	1	0	1	1	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	2	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	1	1	0	0	0	0	0	0
8:15 AM	0	2	0	0	2	0	0	0	0	0	1	0
8:30 AM	0	1	0	0	4	1	0	0	0	0	0	0
8:45 AM	0	1	0	0	4	1	0	0	0	1	0	0
9:00 AM	0	1	0	0	3	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	2	0	0	0	0	0	0	0
9:30 AM	0	5	0	0	2	0	1	0	0	0	0	0
9:45 AM	0	2	0	0	2	0	0	0	0	0	0	0
TOTALS	**0**	**14**	**2**	**0**	**25**	**4**	**1**	**1**	**0**	**2**	**2**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	17	2	0	0	16	11	13	1
3:15 PM	14	5	0	0	10	5	18	5
3:30 PM	45	2	0	0	18	1	33	5
3:45 PM	29	0	0	0	17	6	30	2
4:00 PM	64	2	0	0	28	6	51	2
4:15 PM	54	5	0	0	30	5	37	5
4:30 PM	75	3	0	0	32	5	52	3
4:45 PM	42	3	0	0	30	3	43	8
5:00 PM	42	7	0	0	22	4	19	5
5:15 PM	35	6	0	0	18	3	18	4
5:30 PM	26	2	0	0	16	5	21	1
5:45 PM	16	1	0	0	13	6	12	3
TOTALS	**459**	**38**	**0**	**0**	**250**	**60**	**347**	**44**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	3	0	0	0	0	0	0	0
3:15 PM	0	2	0	0	0	0	0	0	1	0	0	0
3:30 PM	0	1	0	0	2	0	1	0	0	0	0	0
3:45 PM	0	0	1	0	4	1	0	0	0	0	0	0
4:00 PM	0	3	0	0	4	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	4	0	0	0	0	0	0	0
4:30 PM	0	7	0	0	2	0	0	0	0	0	0	0
4:45 PM	0	3	0	0	1	0	0	0	0	0	0	0
5:00 PM	0	4	0	0	1	1	1	0	0	0	0	0
5:15 PM	0	2	1	0	0	0	0	0	0	1	1	0
5:30 PM	0	4	0	0	0	0	0	0	0	0	1	0
5:45 PM	1	3	1	0	2	0	0	0	0	0	2	0
TOTALS	**1**	**30**	**3**	**0**	**23**	**2**	**2**	**0**	**1**	**1**	**4**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_005 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Los Angeles St			Los Angeles St			Aliso St/US 101 SB on-ramp			Aliso St/US 101 SB on-ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	0	3	0	0	3	0	0	0	0	
7:00 AM		50	18	1	121		6	84	12				292
7:15 AM		41	31	1	134		4	66	17				294
7:30 AM		36	35	1	176		2	92	24				366
7:45 AM		57	34	0	161		2	85	38				377
8:00 AM		48	28	2	149		1	99	35				362
8:15 AM		59	34	1	155		5	100	25				379
8:30 AM		55	49	1	147		5	97	32				386
8:45 AM		63	24	0	114		2	82	24				309
9:00 AM		69	41	3	175		4	96	30				418
9:15 AM		64	38	2	108		7	105	27				351
9:30 AM		71	30	2	133		9	105	27				377
9:45 AM		68	47	1	89		5	91	21				322
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	681	409	15	1662	0	52	1102	312	0	0	0	4233
APPROACH %'s :	0.00%	62.48%	37.52%	0.89%	99.11%	0.00%	3.55%	75.17%	21.28%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	219	145	4	612	0	13	381	130	0	0	0	1504
PEAK HR FACTOR :		0.875			0.957			0.970			0.000		0.974

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_005 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Los Angeles St			Los Angeles St			Aliso St/US 101 SB on-ramp			Aliso St/US 101 SB on-ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	0	3	0	0	3	0	0	0	0	
3:00 PM		109	78	4	49		9	185	8				442
3:15 PM		122	87	1	49		8	165	8				440
3:30 PM		123	88	2	57		7	208	8				493
3:45 PM		107	76	1	53		9	180	13				439
4:00 PM		121	73	2	56		6	205	7				470
4:15 PM		129	67	0	54		5	218	8				481
4:30 PM		146	86	0	47		12	207	2				500
4:45 PM		184	76	2	62		13	247	8				592
5:00 PM		167	98	0	50		8	205	4				532
5:15 PM		217	107	0	68		5	230	3				630
5:30 PM		207	99	0	57		11	229	5				608
5:45 PM		208	85	1	50		16	224	7				591
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1840	1020	13	652	0	109	2503	81	0	0	0	6218
APPROACH %'s :	0.00%	64.34%	35.66%	1.95%	98.05%	0.00%	4.05%	92.94%	3.01%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	775	380	2	237	0	37	911	20	0	0	0	2362
PEAK HR FACTOR :		0.891			0.879			0.903			0.000		0.937

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

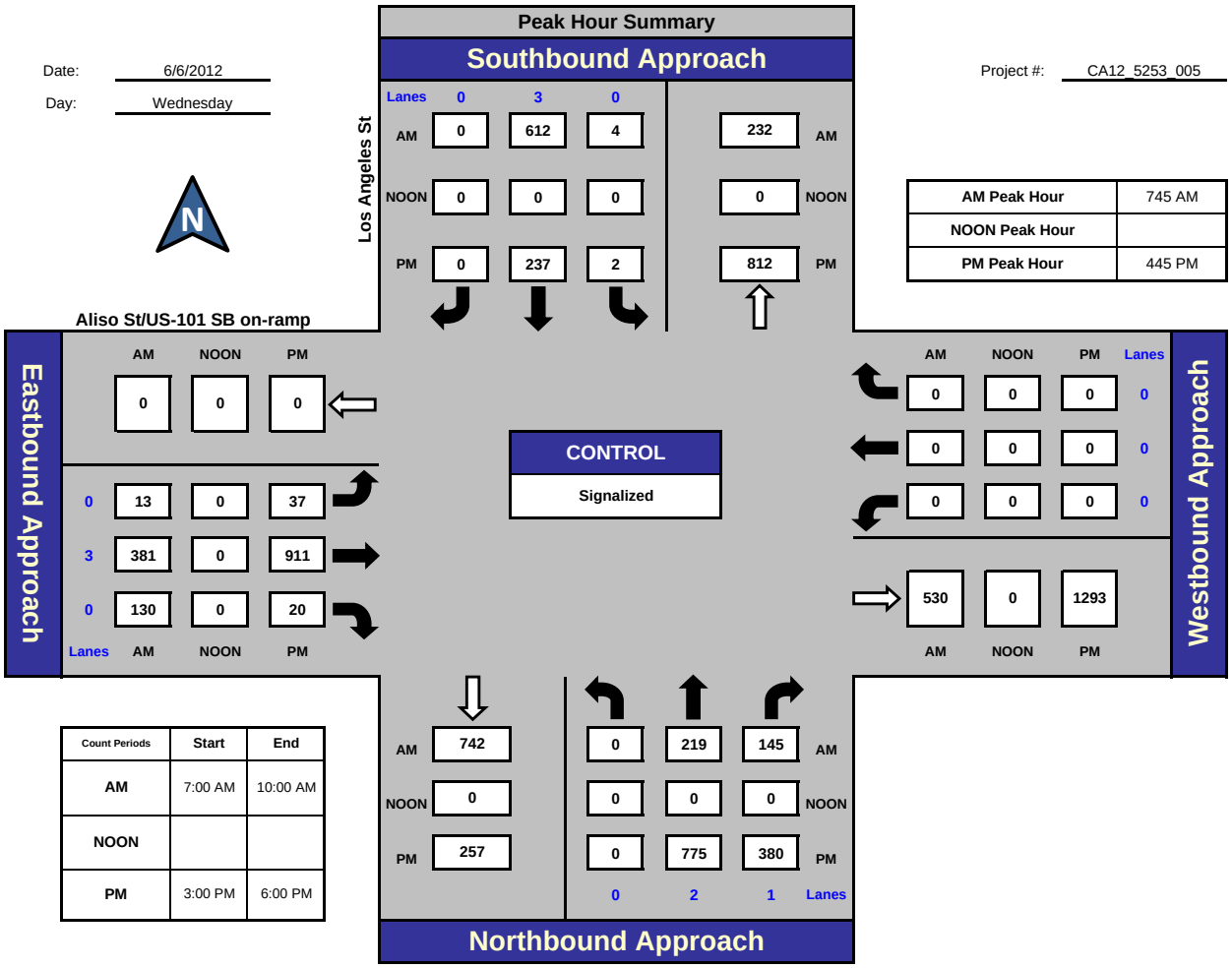
National Data & Surveying Services

Los Angeles St and Aliso St/US-101 SB on-ramp , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

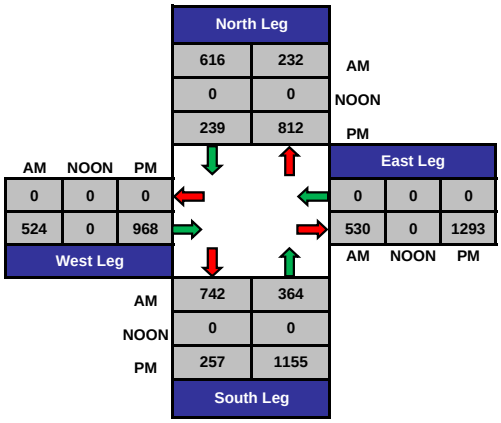
Project #: CA12_5253_005



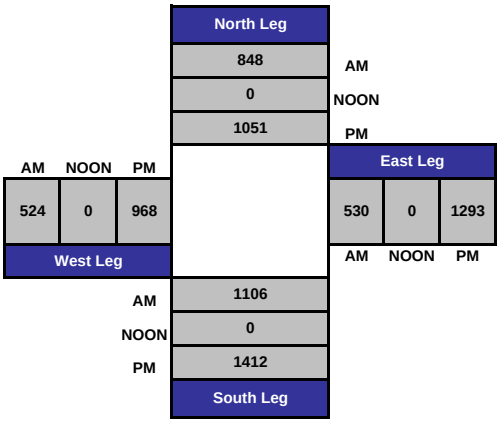
Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-005
N/S Street: Los Angeles St
E/W Street: Aliso St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	11	4	33	0	14
7:15 AM	0	0	4	10	5	35	1	15
7:30 AM	0	0	2	6	6	13	1	2
7:45 AM	0	1	0	9	2	27	3	8
8:00 AM	0	0	2	13	11	24	2	7
8:15 AM	0	0	8	12	10	23	4	6
8:30 AM	0	0	5	5	8	10	0	6
8:45 AM	0	0	0	8	9	18	2	6
9:00 AM	0	0	9	16	9	13	6	4
9:15 AM	0	0	5	15	10	10	1	3
9:30 AM	0	0	2	8	14	11	3	3
9:45 AM	0	0	6	15	13	11	5	4
TOTALS	**0**	**1**	**43**	**128**	**101**	**228**	**28**	**78**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	3	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	1	2	0	0	1	0	0	0	0
7:45 AM	1	0	0	0	2	1	0	0	0	0	0	0
8:00 AM	0	2	0	0	1	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	3	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	3	0	0	1	0	0	1	0
8:45 AM	0	0	1	0	4	0	0	0	0	1	1	0
9:00 AM	0	1	0	0	2	0	1	0	0	0	0	0
9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0
9:30 AM	0	1	0	0	2	0	0	0	0	0	0	0
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0
TOTALS	**1**	**6**	**2**	**2**	**23**	**1**	**1**	**2**	**0**	**1**	**2**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	4	5	14	4	10	0
3:15 PM	0	0	4	16	22	1	3	3
3:30 PM	0	0	5	13	19	8	3	3
3:45 PM	0	0	11	8	20	8	7	8
4:00 PM	0	0	11	23	45	3	7	5
4:15 PM	0	0	5	15	16	4	5	0
4:30 PM	0	0	7	14	22	2	4	1
4:45 PM	0	0	20	10	13	0	8	0
5:00 PM	0	0	7	10	26	5	5	2
5:15 PM	0	0	7	3	13	3	6	8
5:30 PM	0	0	11	5	13	1	4	0
5:45 PM	0	0	2	4	6	1	4	0
TOTALS	**0**	**0**	**94**	**126**	**229**	**40**	**66**	**30**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	1	0	1	0	0	0	0	0	0	0
3:15 PM	0	4	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	3	0	0	5	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	3	0	0	1	0	0	2	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	5	0	0	2	0	1	0	0	0	0	0
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	3	0	0	0	0	0	0	0
TOTALS	**0**	**24**	**1**	**0**	**14**	**0**	**1**	**2**	**0**	**0**	**0**	**1**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_006 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Alameda St			Alameda St			Aliso St/Commercial St			Aliso St/Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	1	3	0	1	1	1	1	0	1	
7:00 AM		133	30	36	252		20	10	32	46		36	595
7:15 AM		136	24	16	238		12	10	22	36		25	519
7:30 AM		148	29	18	328		13	10	32	42		38	658
7:45 AM		154	22	30	344		13	8	32	46		32	681
8:00 AM		142	30	35	331		15	7	26	50		34	670
8:15 AM		152	38	25	306		9	11	39	44		39	663
8:30 AM		132	37	28	307		16	11	40	34		27	632
8:45 AM		149	55	20	256		23	4	30	36		27	600
9:00 AM		163	32	32	331		14	11	40	48		34	705
9:15 AM		153	49	26	273		12	11	38	37		44	643
9:30 AM		139	51	32	261		15	11	36	42		26	613
9:45 AM		160	29	30	259		11	11	28	32		31	591
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1761	426	328	3486	0	173	115	395	493	0	393	7570
APPROACH %'s :	0.00%	80.52%	19.48%	8.60%	91.40%	0.00%	25.33%	16.84%	57.83%	55.64%	0.00%	44.36%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	596	119	108	1309	0	50	36	129	182	0	143	2672
PEAK HR FACTOR :		0.941			0.947			0.911			0.967		0.981

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_006 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Alameda St			Alameda St			Aliso St/Commercial St			Aliso St/Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	1	3	0	1	1	1	1	0	1	
3:00 PM		232	68	34	195		43	19	19	33		47	690
3:15 PM		251	75	31	231		55	16	16	26		49	750
3:30 PM		244	60	43	204		71	22	15	30		46	735
3:45 PM		259	75	32	232		77	12	13	30		45	775
4:00 PM		236	67	44	233		60	21	20	21		45	747
4:15 PM		227	81	36	232		63	27	7	25		51	749
4:30 PM		257	84	31	259		68	32	19	31		49	830
4:45 PM		308	76	30	245		93	49	15	31		33	880
5:00 PM		315	67	30	240		79	35	11	13		32	822
5:15 PM		295	86	23	233		95	56	7	19		31	845
5:30 PM		273	60	46	206		77	49	12	25		44	792
5:45 PM		308	94	17	191		101	37	7	15		33	803
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3205	893	397	2701	0	882	375	161	299	0	505	9418
APPROACH %'s :	0.00%	78.21%	21.79%	12.81%	87.19%	0.00%	62.20%	26.45%	11.35%	37.19%	0.00%	62.81%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	1175	313	114	977	0	335	172	52	94	0	145	3377
PEAK HR FACTOR :		0.969			0.941			0.884			0.747		0.959

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

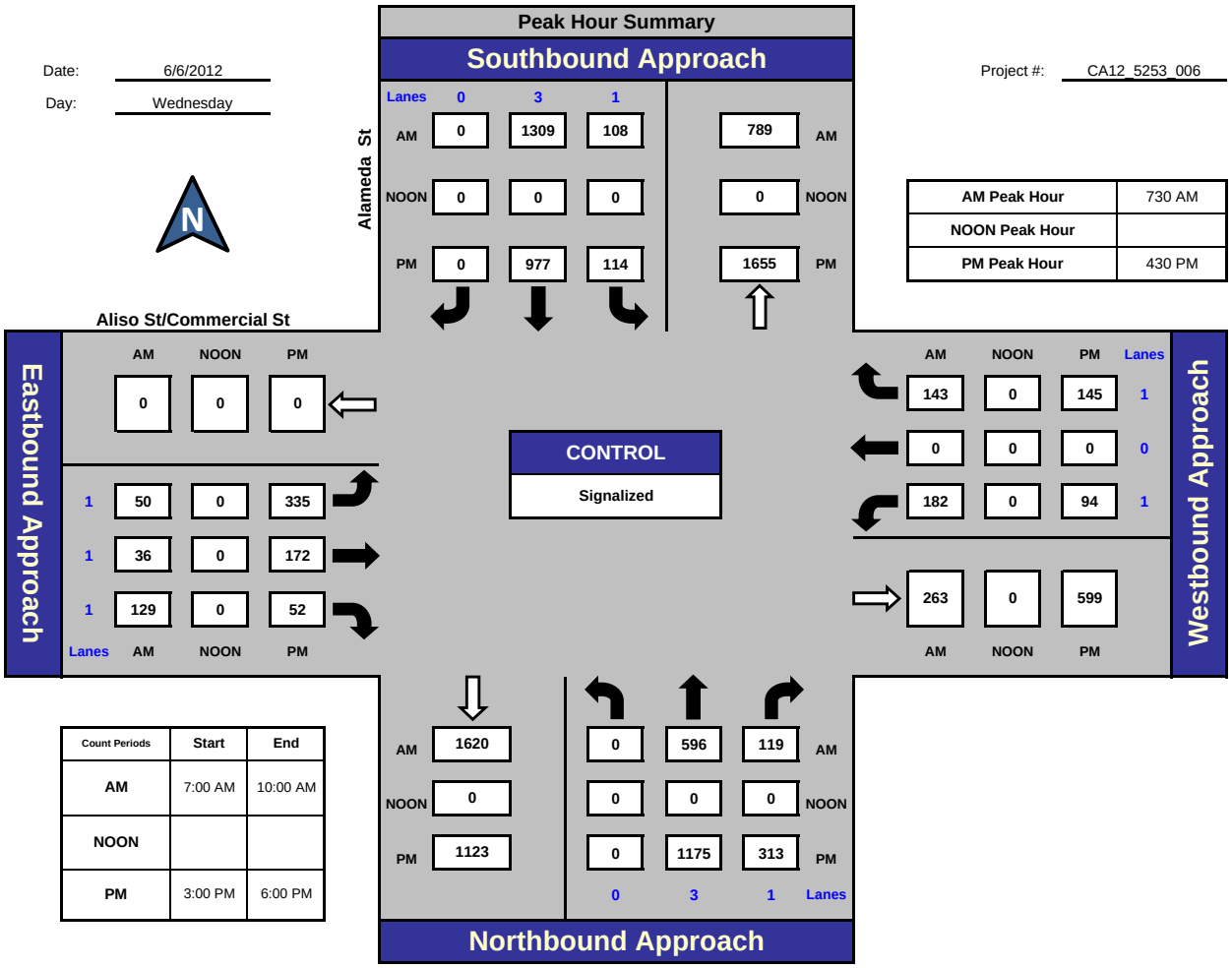
National Data & Surveying Services

Alameda St and Aliso St/Commercial St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

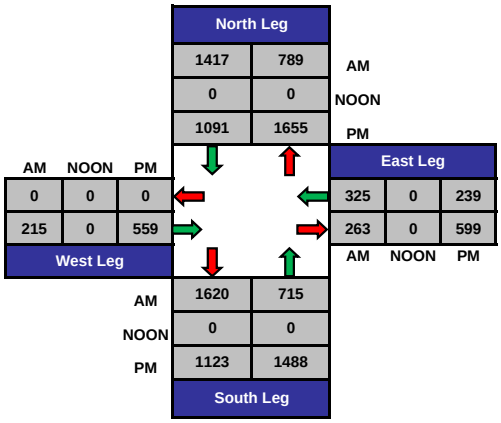
Project #: CA12_5253_006



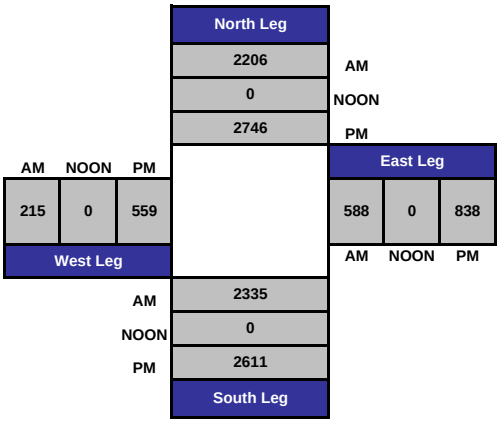
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

	Start	End
AM	7:00	10:00
PM	15:00	18:00

PROJECT#: 12-5253-006
N/S Street: Alameda St
E/W Street: Aliso St/Commercial St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	1	57	2	30	2	13
7:15 AM	0	0	1	98	3	67	2	13
7:30 AM	0	0	3	52	4	29	9	7
7:45 AM	0	0	1	76	2	51	2	5
8:00 AM	0	0	4	71	4	59	4	10
8:15 AM	0	0	4	58	6	37	0	10
8:30 AM	0	0	3	53	2	35	3	8
8:45 AM	0	0	8	45	4	29	3	11
9:00 AM	0	0	10	38	3	24	0	2
9:15 AM	0	0	8	50	7	19	6	6
9:30 AM	0	0	8	25	1	11	1	3
9:45 AM	0	0	7	35	5	19	1	4
TOTALS	**0**	**0**	**58**	**658**	**43**	**410**	**33**	**92**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	4	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	1	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	1	0	0	0
8:00 AM	0	2	0	0	4	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	4	0	1	0	0	1	0	0
8:30 AM	0	1	0	1	3	0	0	1	0	0	1	0
8:45 AM	0	1	0	0	7	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	4	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	2	0	0	0	0	0	0	0
9:30 AM	0	5	0	0	3	0	0	0	0	0	0	0
9:45 AM	0	2	0	0	4	0	0	0	0	0	0	0
TOTALS	**0**	**13**	**0**	**1**	**38**	**0**	**1**	**2**	**1**	**1**	**1**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	7	51	15	14	12	1
3:15 PM	0	0	32	2	8	6	22	2
3:30 PM	0	0	40	4	20	4	27	5
3:45 PM	0	0	45	5	16	7	26	3
4:00 PM	0	0	70	7	32	6	33	1
4:15 PM	0	0	48	1	24	8	24	3
4:30 PM	0	0	96	19	46	5	35	1
4:45 PM	0	0	60	10	28	6	27	8
5:00 PM	0	0	47	9	29	4	19	2
5:15 PM	0	0	19	3	14	4	13	4
5:30 PM	0	0	24	11	13	4	17	2
5:45 PM	0	0	24	2	9	3	8	0
TOTALS	**0**	**0**	**512**	**124**	**254**	**71**	**263**	**32**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	3	0	0	1	0	0	0	0
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	2	0	0	1	0	1	0	0
4:00 PM	0	5	0	0	2	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	5	0	0	2	0	0	1	0	0	1	0
4:45 PM	0	3	0	0	2	0	0	0	0	0	0	0
5:00 PM	0	4	0	0	2	0	0	0	0	1	0	0
5:15 PM	0	3	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	5	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	5	0	0	3	0	0	0	0	0	0	0
TOTALS	**0**	**33**	**0**	**0**	**20**	**0**	**0**	**3**	**0**	**2**	**1**	**2**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_007 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Garey St			Garey St			US-101 SB on/off Ramps/Commercial St			US-101 SB on/off Ramps/Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0.5	0.5	1	2	1	0	0	2	0	
7:00 AM	2	9	2	36	13	57	34	4	5	1	16	13	192
7:15 AM	0	2	0	40	11	59	28	6	2	4	11	13	176
7:30 AM	1	11	1	35	11	62	33	9	1	1	13	13	191
7:45 AM	2	7	0	51	12	58	33	10	2	2	13	16	206
8:00 AM	0	7	0	39	13	70	39	7	2	2	20	12	211
8:15 AM	0	5	3	37	11	67	43	8	4	1	17	19	215
8:30 AM	1	6	2	28	13	45	42	11	4	1	20	17	190
8:45 AM	1	6	1	37	13	53	53	16	0	2	7	18	207
9:00 AM	1	12	0	27	8	66	50	7	3	1	15	13	203
9:15 AM	6	10	0	27	9	63	57	9	2	1	14	19	217
9:30 AM	5	4	1	25	6	47	67	7	0	0	13	14	189
9:45 AM	2	12	4	17	6	42	51	7	4	1	13	14	173
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	21	91	14	399	126	689	530	101	29	17	172	181	2370
APPROACH %'s :	16.67%	72.22%	11.11%	32.87%	10.38%	56.75%	80.30%	15.30%	4.39%	4.59%	46.49%	48.92%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	2	24	6	141	50	235	177	42	10	6	64	66	823
PEAK HR FACTOR :		0.889			0.873			0.830			0.895		0.957

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_007 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Garey St			Garey St			US-101 SB on/off Ramps/Commercial St			US-101 SB on/off Ramps/Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0.5	0.5	1	2	1	0	0	2	0	
3:00 PM	2	41	1	20	4	58	123	15	0	2	11	38	315
3:15 PM	2	35	2	16	3	50	119	14	0	1	7	40	289
3:30 PM	3	64	3	26	3	45	115	18	3	0	10	86	376
3:45 PM	1	51	5	10	2	36	134	13	2	0	10	43	307
4:00 PM	2	86	1	18	1	37	133	6	0	0	7	79	370
4:15 PM	4	61	1	17	1	23	144	13	4	0	20	43	331
4:30 PM	1	81	5	12	0	38	155	16	3	1	18	59	389
4:45 PM	0	68	1	9	1	18	159	19	2	0	15	36	328
5:00 PM	3	107	5	11	6	18	128	13	2	0	6	57	356
5:15 PM	5	108	7	8	2	25	145	14	4	1	6	45	370
5:30 PM	4	85	1	9	3	46	150	10	2	2	11	36	359
5:45 PM	3	54	2	15	6	26	152	16	1	0	11	43	329
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	30	841	34	171	32	420	1657	167	23	7	132	605	4119
APPROACH %'s :	3.31%	92.93%	3.76%	27.45%	5.14%	67.42%	89.71%	9.04%	1.25%	0.94%	17.74%	81.32%	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	9	364	18	40	9	99	587	62	11	2	45	197	1443
PEAK HR FACTOR :		0.815			0.740			0.917			0.782		0.927

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

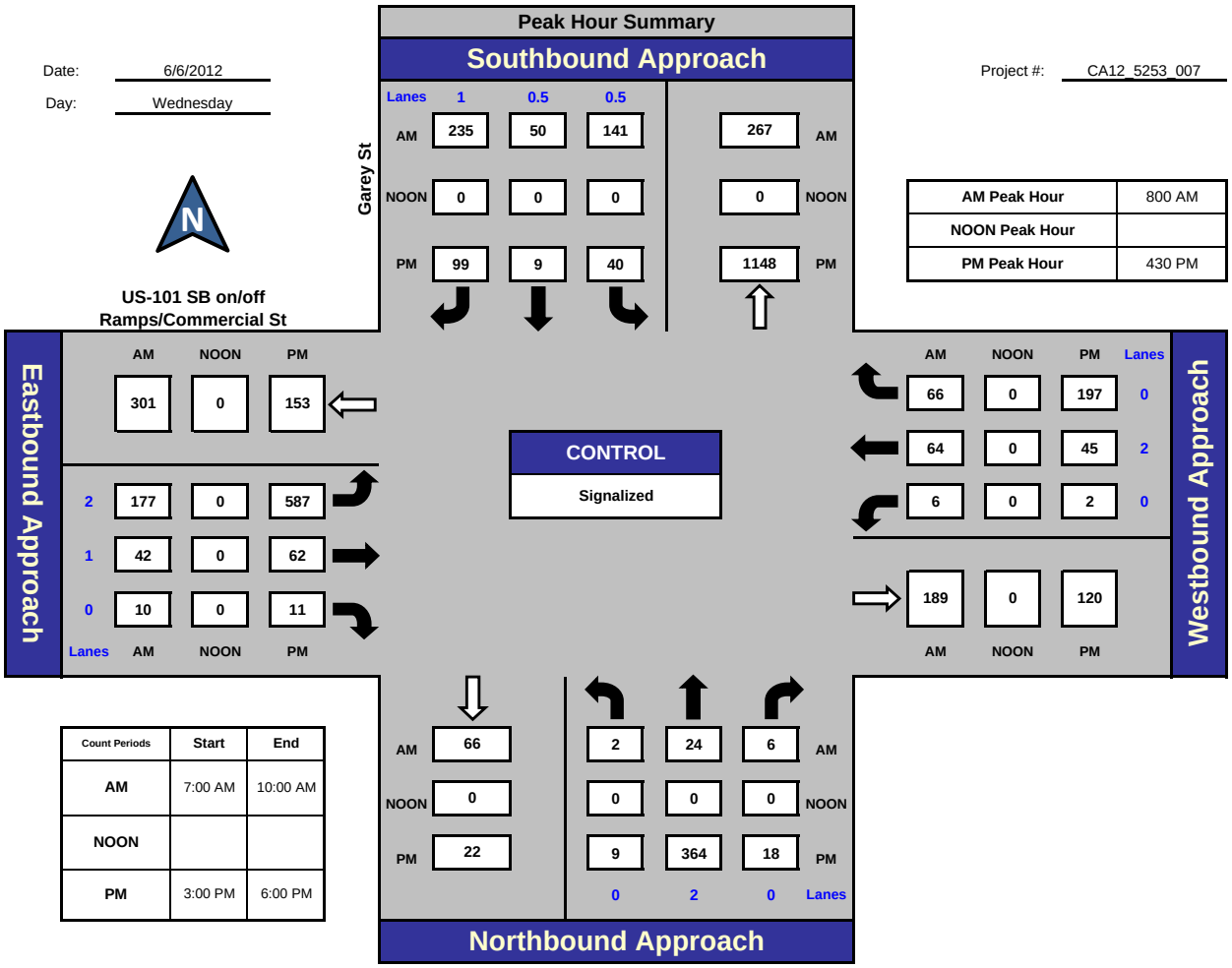
National Data & Surveying Services

Garey St and US-101 SB on/off Ramps/Commercial St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

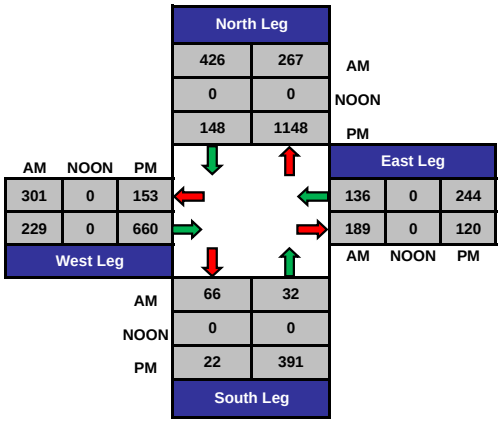
Project #: CA12_5253_007



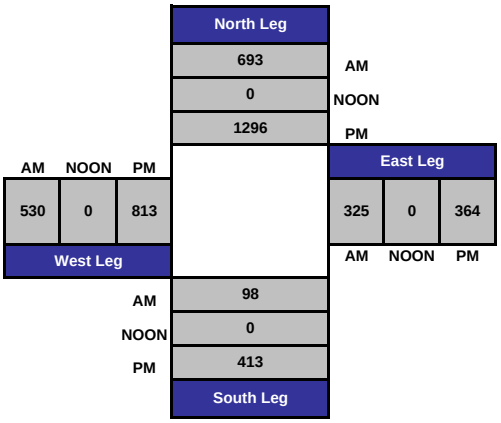
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-007
N/S Street: Garey St
E/W Street: US-101 SB on/off Ramps/Commercial St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	1	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	1	0	0	0	0	0
4:00 PM	0	0	6	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**0**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_008 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Broadway			Broadway			Temple St			Temple St			
	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	
7:00 AM	13	71	11	20	141	55	9	85	12	12	99	10	538
7:15 AM	16	54	17	16	157	59	10	88	13	13	93	14	550
7:30 AM	22	61	26	22	198	64	7	121	20	7	111	7	666
7:45 AM	14	61	15	26	200	67	16	94	16	9	126	11	655
8:00 AM	18	88	21	21	180	55	10	132	23	14	117	15	694
8:15 AM	23	99	34	19	182	46	12	129	22	10	98	17	691
8:30 AM	13	99	32	21	169	50	13	124	20	11	97	9	658
8:45 AM	11	79	17	15	148	35	13	129	20	9	104	12	592
9:00 AM	17	65	21	15	166	53	15	132	22	12	91	13	622
9:15 AM	19	89	20	18	145	52	12	139	14	10	89	5	612
9:30 AM	13	76	16	28	117	57	8	103	19	6	86	13	542
9:45 AM	12	77	22	19	141	54	8	116	25	11	75	21	581
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	191	919	252	240	1944	647	133	1392	226	124	1186	147	7401
APPROACH %'s :	14.02%	67.47%	18.50%	8.48%	68.67%	22.85%	7.60%	79.50%	12.91%	8.51%	81.40%	10.09%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	77	309	96	88	760	232	45	476	81	40	452	50	2706
PEAK HR FACTOR :		0.772			0.922			0.912			0.928		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_008 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Broadway			Broadway			Temple St			Temple St			
	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	
3:00 PM	14	140	14	8	92	40	16	93	15	7	127	18	584
3:15 PM	14	139	11	8	92	44	15	93	7	6	115	17	561
3:30 PM	14	150	17	3	125	48	15	100	14	9	128	15	638
3:45 PM	18	143	14	10	105	32	16	100	8	6	126	23	601
4:00 PM	19	174	21	15	124	28	16	112	15	10	153	28	715
4:15 PM	19	196	14	9	108	37	21	107	11	10	149	18	699
4:30 PM	22	220	19	12	107	40	20	153	19	4	146	20	782
4:45 PM	26	222	19	12	114	59	18	162	7	4	147	18	808
5:00 PM	20	249	20	10	126	53	23	183	9	14	157	29	893
5:15 PM	17	302	16	9	115	47	18	180	7	6	190	20	927
5:30 PM	21	288	12	9	109	50	21	179	10	5	189	25	918
5:45 PM	24	262	11	8	83	47	17	111	4	6	211	26	810
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	228	2485	188	113	1300	525	216	1573	126	87	1838	257	8936
APPROACH %'s :	7.86%	85.66%	6.48%	5.83%	67.08%	27.09%	11.28%	82.14%	6.58%	3.99%	84.23%	11.78%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	82	1101	59	36	433	197	79	653	30	31	747	100	3548
PEAK HR FACTOR :		0.927			0.881			0.886			0.903		0.957

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

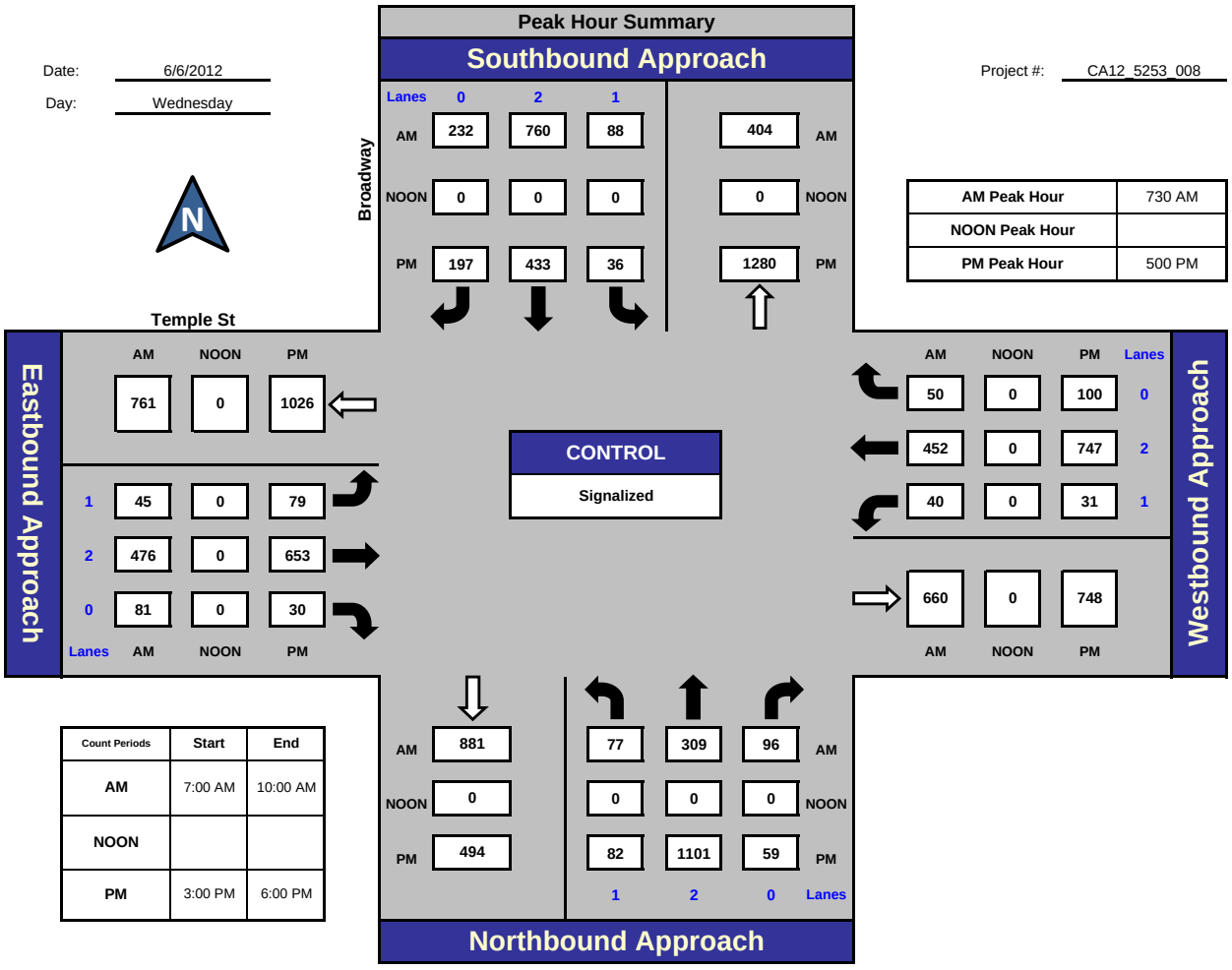
Broadway and Temple St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

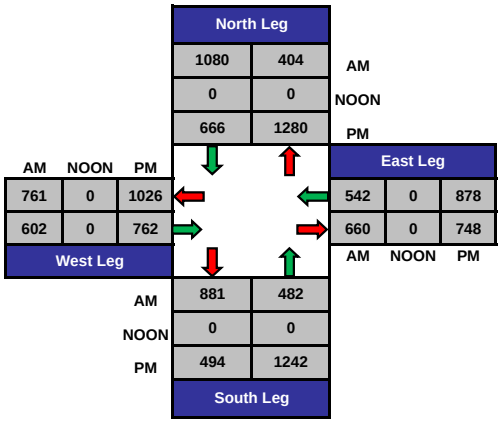
Project #: CA12_5253_008

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

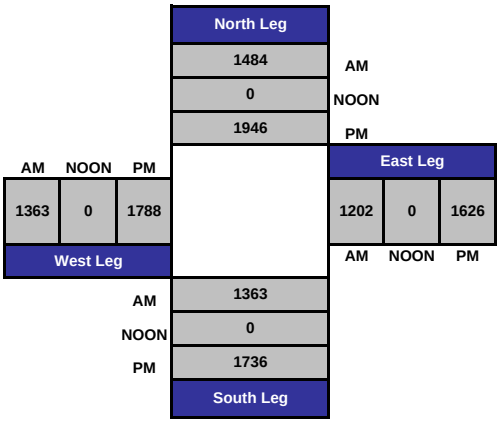


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-008
N/S Street: Broadway
E/W Street: Temple St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	31	20	51	31	13	16	10	35
7:15 AM	31	17	104	30	3	23	6	26
7:30 AM	41	35	157	42	6	24	13	59
7:45 AM	17	4	86	8	2	11	2	11
8:00 AM	33	32	168	42	5	36	3	63
8:15 AM	14	18	155	43	3	29	5	34
8:30 AM	30	11	176	37	8	33	10	24
8:45 AM	26	9	165	61	9	21	4	15
9:00 AM	39	21	193	37	12	29	9	19
9:15 AM	21	11	136	77	16	20	8	8
9:30 AM	12	21	134	55	24	23	5	17
9:45 AM	5	14	83	82	15	6	7	8
TOTALS	**300**	**213**	**1608**	**545**	**116**	**271**	**82**	**319**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	1	0	0	1	0
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	3	0	0	1	0	0	1	0
8:45 AM	0	1	1	0	0	0	1	0	0	0	0	0
9:00 AM	0	1	0	0	0	0	0	0	1	0	0	0
9:15 AM	1	1	0	0	0	0	0	0	0	0	1	0
9:30 AM	0	0	0	0	1	0	0	1	0	0	0	0
9:45 AM	0	0	0	1	3	0	0	1	0	0	1	0
TOTALS	**1**	**3**	**2**	**1**	**9**	**1**	**2**	**7**	**1**	**0**	**5**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	13	11	25	56	14	5	14	6
3:15 PM	7	16	31	73	11	6	16	10
3:30 PM	10	11	31	79	12	10	16	4
3:45 PM	12	23	41	116	34	4	19	4
4:00 PM	10	30	34	184	36	6	19	7
4:15 PM	11	9	42	109	22	6	25	4
4:30 PM	12	15	50	100	27	3	31	3
4:45 PM	19	14	52	44	20	4	22	4
5:00 PM	6	16	41	81	20	2	44	5
5:15 PM	16	10	29	40	10	10	13	2
5:30 PM	4	8	23	25	8	1	9	3
5:45 PM	5	4	14	12	6	0	10	1
TOTALS	**125**	**167**	**413**	**919**	**220**	**57**	**238**	**53**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	2	0	0	1	0	0	1	1
3:30 PM	0	2	0	0	0	0	0	2	0	0	1	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0
4:15 PM	0	1	0	0	2	0	0	2	0	0	0	0
4:30 PM	0	0	0	0	2	0	1	1	0	0	0	0
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	1	0
5:15 PM	0	2	0	0	0	0	0	3	0	0	2	0
5:30 PM	0	5	0	0	3	0	0	2	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	0	0	1	0
TOTALS	**0**	**13**	**0**	**0**	**12**	**0**	**1**	**13**	**1**	**0**	**6**	**2**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_009 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Spring St			Spring St			Temple St			Temple St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	3	0	0	2	0	1	2	0	
7:00 AM	0	10	1	7	164	21	0	94	18	8	99	0	422
7:15 AM	0	12	0	11	212	27	0	90	33	9	92	0	486
7:30 AM	0	16	1	5	260	17	0	124	40	15	106	0	584
7:45 AM	1	9	0	11	302	24	0	118	23	13	127	0	628
8:00 AM	0	13	0	18	297	29	1	127	40	12	118	0	655
8:15 AM	0	11	1	17	302	27	0	138	49	10	104	0	659
8:30 AM	0	10	2	9	307	18	1	138	42	11	96	0	634
8:45 AM	0	14	2	16	286	22	0	118	35	15	102	0	610
9:00 AM	0	9	0	14	295	25	0	136	29	23	90	1	622
9:15 AM	0	9	1	16	245	14	0	142	33	11	90	0	561
9:30 AM	0	11	0	9	247	22	1	105	40	14	85	0	534
9:45 AM	0	7	1	15	204	19	0	120	39	16	90	1	512
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	131	9	148	3121	265	3	1450	421	157	1199	2	6907
APPROACH %'s :	0.71%	92.91%	6.38%	4.19%	88.31%	7.50%	0.16%	77.37%	22.47%	11.56%	88.29%	0.15%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	1	43	3	55	1208	98	2	521	154	46	445	0	2576
PEAK HR FACTOR :		0.904			0.983			0.905			0.877		0.977

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_009 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Spring St			Spring St			Temple St			Temple St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	3	0	0	2	0	1	2	0	
3:00 PM	0	6	0	8	104	15	0	87	26	16	131	1	394
3:15 PM	0	18	2	9	107	8	0	95	13	6	137	1	396
3:30 PM	1	15	3	3	125	8	1	106	15	16	143	0	436
3:45 PM	1	13	2	4	112	14	0	104	16	17	138	0	421
4:00 PM	1	19	0	6	103	17	0	128	21	16	174	1	486
4:15 PM	0	17	0	10	132	19	0	109	22	12	164	0	485
4:30 PM	0	23	1	5	120	14	1	158	18	14	158	0	512
4:45 PM	0	22	1	7	130	22	0	161	27	15	154	0	539
5:00 PM	0	20	1	4	121	22	0	192	22	27	190	0	599
5:15 PM	0	23	2	7	125	12	0	188	16	19	200	1	593
5:30 PM	0	29	0	6	124	19	0	196	12	13	199	0	598
5:45 PM	0	19	0	6	110	27	0	119	15	18	227	0	541
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	224	12	75	1413	197	2	1643	223	189	2015	4	6000
APPROACH %'s :	1.26%	93.72%	5.02%	4.45%	83.86%	11.69%	0.11%	87.96%	11.94%	8.56%	91.26%	0.18%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	91	3	23	480	80	0	695	65	77	816	1	2331
PEAK HR FACTOR :		0.810			0.978			0.888			0.912		0.973

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

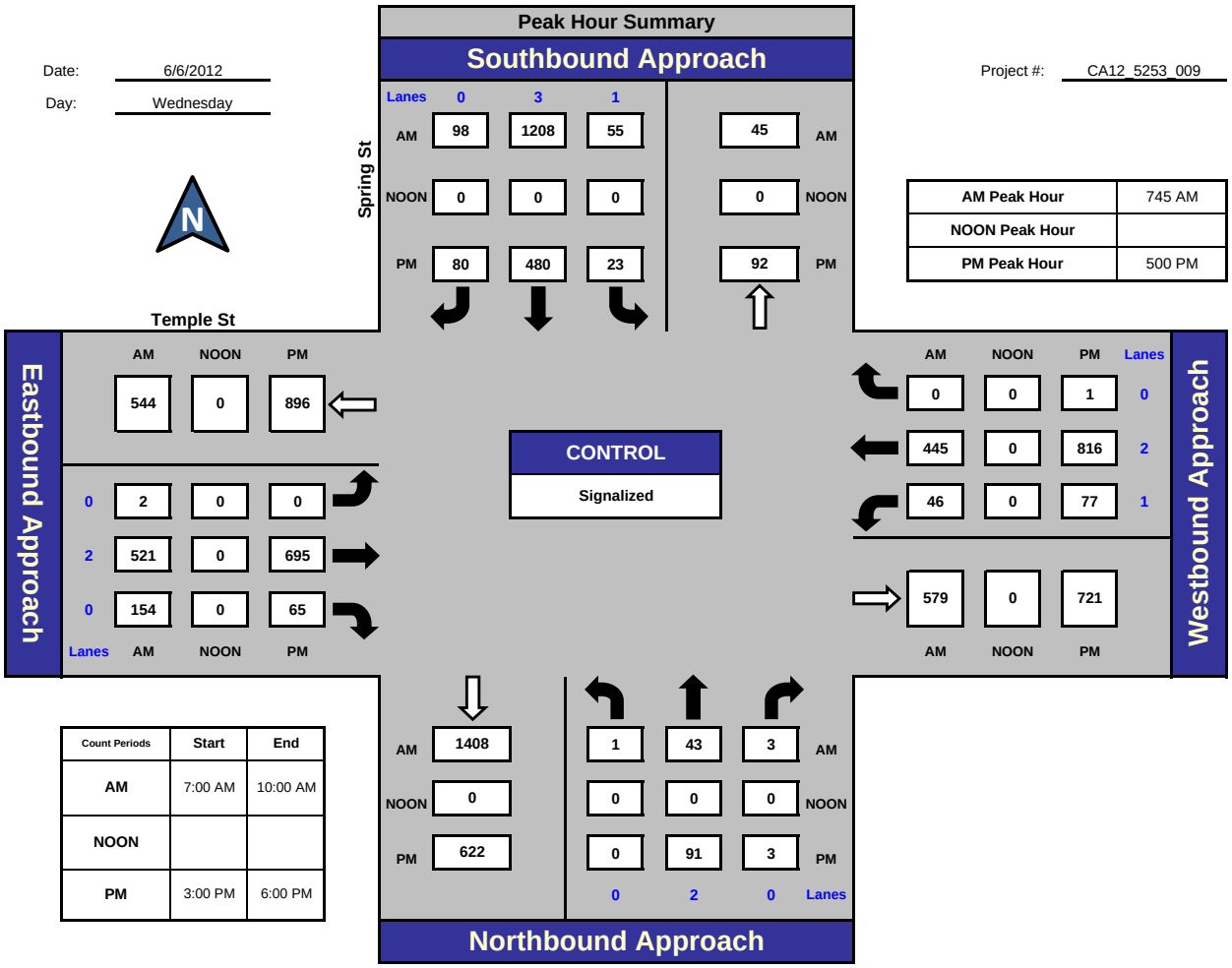
National Data & Surveying Services

Spring St and Temple St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

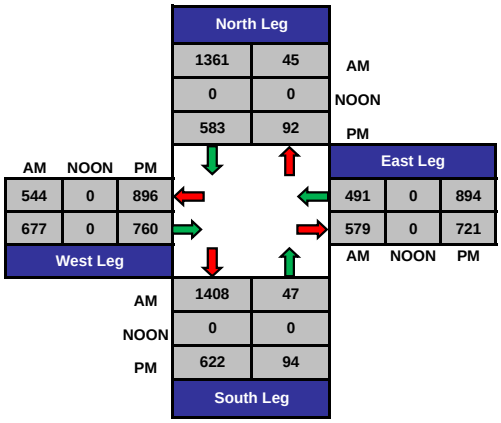
Project #: CA12_5253_009



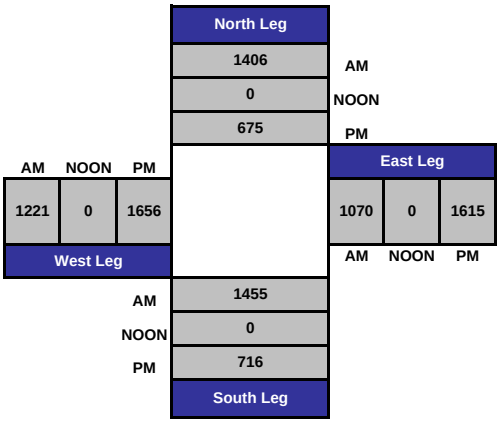
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-009
N/S Street: Spring St
E/W Street: Temple St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	35	8	33	10	4	13	6	32
7:15 AM	31	17	37	18	6	20	5	35
7:30 AM	56	7	35	37	7	37	14	52
7:45 AM	44	11	40	34	8	23	10	24
8:00 AM	31	11	28	35	8	23	12	61
8:15 AM	36	18	12	72	10	19	8	55
8:30 AM	42	16	24	66	17	29	13	33
8:45 AM	35	7	36	77	6	17	12	40
9:00 AM	17	10	34	29	23	15	10	22
9:15 AM	16	6	85	23	5	8	11	13
9:30 AM	20	14	61	21	11	7	16	18
9:45 AM	20	7	46	27	10	8	23	10
TOTALS	**383**	**132**	**471**	**449**	**115**	**219**	**140**	**395**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	2	0	0	2	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	1	0	0	0
7:30 AM	0	0	0	0	5	0	0	0	1	0	0	0
7:45 AM	0	0	0	0	5	0	0	0	0	1	0	0
8:00 AM	0	0	0	0	3	0	0	1	0	1	0	0
8:15 AM	0	0	0	0	2	0	0	0	1	0	0	0
8:30 AM	0	0	0	0	2	0	0	0	0	0	2	0
8:45 AM	0	0	2	0	5	0	0	1	1	0	0	0
9:00 AM	0	0	0	0	8	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	2	0	0	0	0	0	2	0
9:30 AM	0	0	0	0	4	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	6	0	0	0	1	0	1	0
TOTALS	**0**	**0**	**2**	**0**	**45**	**0**	**0**	**4**	**5**	**2**	**5**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	11	14	55	12	18	16	22	5
3:15 PM	7	12	28	10	9	7	8	5
3:30 PM	14	8	32	14	11	5	12	2
3:45 PM	16	10	45	15	9	8	16	4
4:00 PM	22	15	53	10	11	9	38	8
4:15 PM	21	16	72	19	25	10	27	18
4:30 PM	20	15	68	22	15	10	42	8
4:45 PM	14	15	47	9	17	10	11	9
5:00 PM	16	20	57	24	44	12	21	16
5:15 PM	14	14	26	11	5	11	13	13
5:30 PM	4	11	28	12	15	8	6	3
5:45 PM	13	5	23	8	8	6	14	5
TOTALS	**172**	**155**	**534**	**166**	**187**	**112**	**230**	**96**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	3	0	0	1	1	1	2	0
3:30 PM	0	0	0	0	3	0	0	0	0	0	1	0
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	2	0	0	0	0	2	1	0
4:15 PM	0	0	0	0	2	0	0	2	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	2
4:45 PM	0	0	0	0	1	0	0	0	0	0	2	0
5:00 PM	0	1	0	0	0	0	0	0	1	0	2	0
5:15 PM	0	1	0	0	3	0	0	1	0	1	0	0
5:30 PM	0	0	1	0	1	0	0	1	0	0	1	0
5:45 PM	0	1	0	0	2	0	0	0	0	0	0	1
TOTALS	**0**	**4**	**2**	**0**	**19**	**0**	**0**	**6**	**2**	**4**	**9**	**3**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_010 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Main St			Main St			Temple St			Temple St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	0	0	0	1	2	0	0	2	0	
7:00 AM	13	64	19				11	95			90	9	301
7:15 AM	16	66	29				11	93			87	10	312
7:30 AM	22	87	37				17	113			100	9	385
7:45 AM	29	79	27				17	112			112	10	386
8:00 AM	21	105	26				15	127			110	13	417
8:15 AM	25	91	29				25	133			93	12	408
8:30 AM	19	104	39				19	126			86	17	410
8:45 AM	19	103	40				15	128			95	9	409
9:00 AM	12	121	34				15	136			104	16	438
9:15 AM	15	127	38				30	136			87	14	447
9:30 AM	20	101	35				17	98			80	19	370
9:45 AM	16	97	38				16	114			89	17	387
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	227	1145	391	0	0	0	208	1411	0	0	1133	155	4670
APPROACH %'s :	12.88%	64.95%	22.18%	#DIV/0!	#DIV/0!	#DIV/0!	12.85%	87.15%	0.00%	0.00%	87.97%	12.03%	

PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	65	455	151	0	0	0	79	526	0	0	372	56	1704
PEAK HR FACTOR :		0.932			0.000			0.911			0.892		0.953

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_010 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Main St			Main St			Temple St			Temple St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	0	0	0	1	2	0	0	2	0	
3:00 PM	22	182	28				15	76			123	27	473
3:15 PM	22	148	21				16	87			120	15	429
3:30 PM	32	203	23				20	91			127	21	517
3:45 PM	26	208	30				20	94			130	20	528
4:00 PM	31	265	33				26	108			158	21	642
4:15 PM	34	229	30				16	100			148	22	579
4:30 PM	24	251	36				22	149			147	38	667
4:45 PM	27	305	49				24	149			142	25	721
5:00 PM	58	345	39				24	165			160	41	832
5:15 PM	47	358	33				23	176			178	40	855
5:30 PM	53	376	34				29	169			155	16	832
5:45 PM	42	344	14				17	108			202	19	746
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	418	3214	370	0	0	0	252	1472	0	0	1790	305	7821
APPROACH %'s :	10.44%	80.31%	9.25%	#DIV/0!	#DIV/0!	#DIV/0!	14.62%	85.38%	0.00%	0.00%	85.44%	14.56%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	200	1423	120	0	0	0	93	618	0	0	695	116	3265
PEAK HR FACTOR :		0.941			0.000			0.893			0.917		0.955

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Main St and Temple St , City of Los Angeles

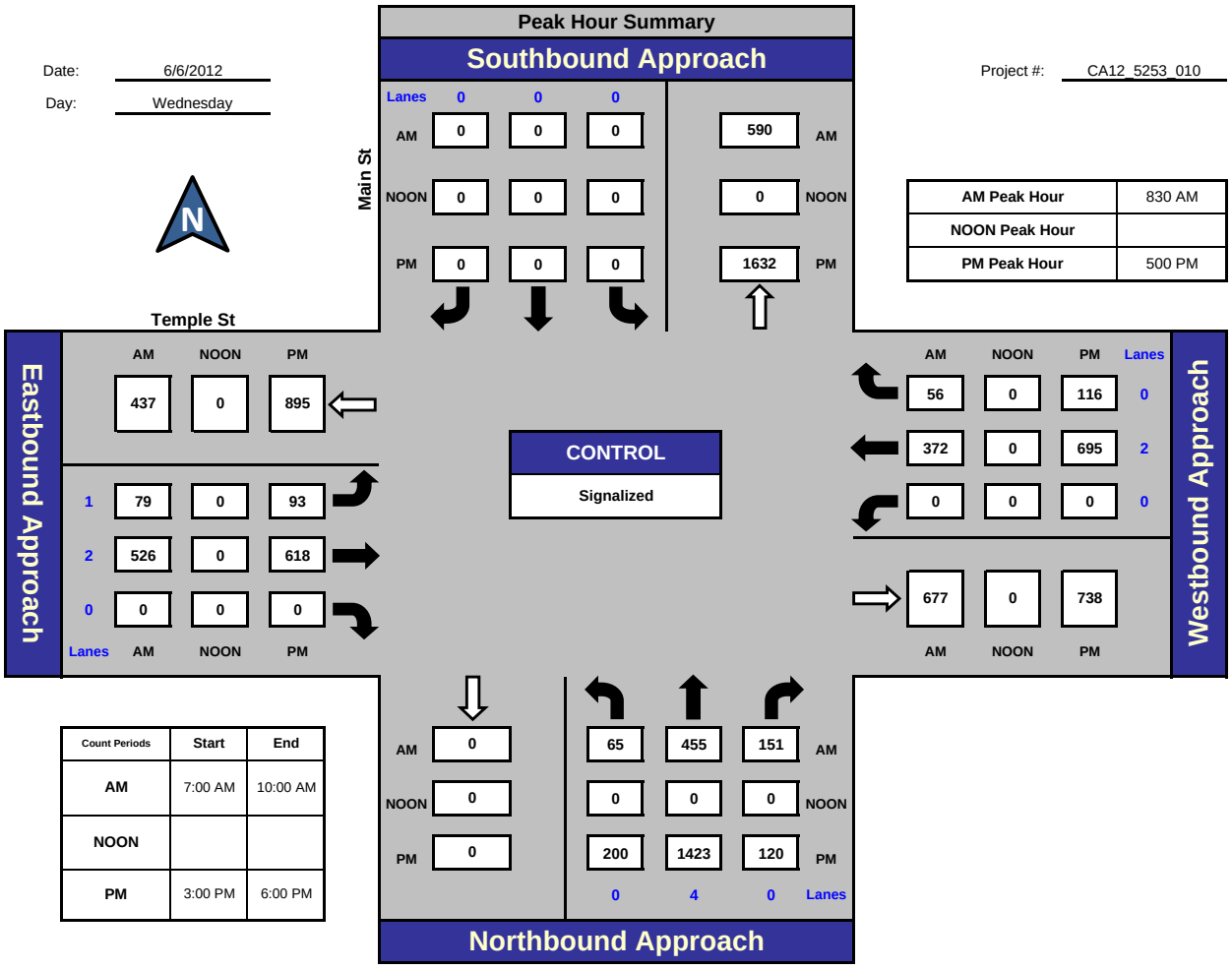
Date: 6/6/2012

Day: Wednesday

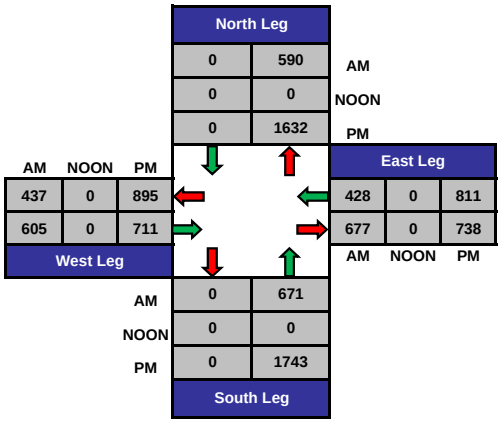
Project #: CA12_5253_010

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	500 PM

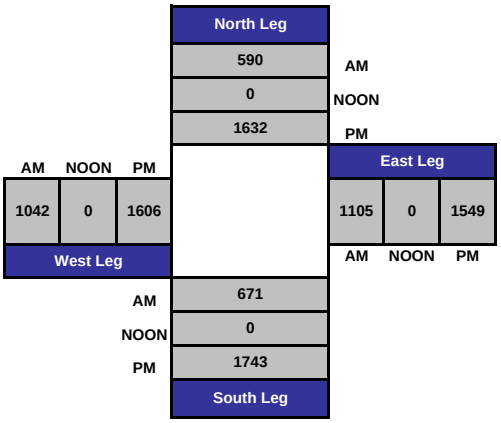
Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-010
N/S Street: Main St
E/W Street: Temple St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	14	9	12	10	1	17	0	13
7:15 AM	14	20	10	20	3	28	3	6
7:30 AM	12	9	15	14	1	6	2	6
7:45 AM	14	26	19	21	7	12	3	9
8:00 AM	11	19	5	28	4	22	7	11
8:15 AM	13	23	9	53	5	15	4	8
8:30 AM	14	25	8	36	14	15	3	13
8:45 AM	10	20	20	61	8	16	2	18
9:00 AM	15	27	7	38	15	15	3	16
9:15 AM	12	24	20	59	8	18	2	16
9:30 AM	10	17	24	30	7	10	3	4
9:45 AM	9	26	17	21	12	6	9	7
TOTALS	**148**	**245**	**166**	**391**	**85**	**180**	**41**	**127**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	6	0	0	1	0	0	3	0	0	1	0
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	0	1	0	0	0	0	0	1	0
8:00 AM	0	1	0	0	5	0	0	0	0	0	0	0
8:15 AM	0	1	1	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	1	0	2	0	1	2	0
8:45 AM	0	3	0	1	2	0	0	0	0	0	1	0
9:00 AM	0	3	0	0	1	0	0	0	0	0	0	0
9:15 AM	0	4	0	0	1	0	0	0	0	0	0	0
9:30 AM	0	5	0	0	3	0	0	0	0	0	0	0
9:45 AM	0	3	0	0	2	1	0	0	0	1	2	0
TOTALS	**0**	**30**	**1**	**1**	**18**	**2**	**0**	**5**	**0**	**2**	**7**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	16	12	15	22	8	12	6	6
3:15 PM	12	9	11	37	15	14	7	4
3:30 PM	9	15	8	20	9	11	11	1
3:45 PM	13	18	10	28	7	11	5	9
4:00 PM	16	17	4	32	18	19	8	13
4:15 PM	11	9	13	23	5	16	11	3
4:30 PM	15	13	33	11	23	14	11	6
4:45 PM	6	18	20	8	18	5	9	9
5:00 PM	8	21	33	10	37	7	12	5
5:15 PM	7	10	12	6	19	2	2	3
5:30 PM	4	10	10	7	7	4	5	4
5:45 PM	3	8	5	3	10	4	4	1
TOTALS	**120**	**160**	**174**	**207**	**176**	**119**	**91**	**64**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	1	0	4	0	0	0	0	0	0	0
3:15 PM	1	3	0	0	1	1	0	0	0	1	1	1
3:30 PM	0	5	0	0	0	0	0	1	0	1	0	0
3:45 PM	0	3	0	0	2	0	0	0	0	0	1	0
4:00 PM	0	5	0	1	4	0	0	0	0	0	3	0
4:15 PM	0	4	0	0	3	0	0	2	1	1	0	0
4:30 PM	0	4	0	0	1	1	1	0	0	0	2	0
4:45 PM	1	4	0	2	1	0	0	0	0	0	1	0
5:00 PM	0	4	0	0	2	0	0	0	1	0	2	1
5:15 PM	0	4	1	0	0	0	0	2	0	0	1	0
5:30 PM	0	8	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	5	0	0	1	0	0	0	0	0	0	0
TOTALS	**2**	**50**	**2**	**3**	**19**	**2**	**1**	**5**	**2**	**3**	**11**	**2**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_011 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Los Angeles St			Los Angeles St			Temple St			Temple St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2.5	1.5	1	2	0	1	2	0	
7:00 AM	3	49	5	29	177	22	11	61	45	20	76	15	513
7:15 AM	5	41	3	32	159	23	12	63	42	20	67	17	484
7:30 AM	4	47	6	27	198	28	9	74	64	11	73	20	561
7:45 AM	2	54	6	31	199	22	16	84	37	18	98	20	587
8:00 AM	12	55	11	29	184	18	15	85	56	21	92	17	595
8:15 AM	5	48	7	37	186	28	13	94	48	15	67	32	580
8:30 AM	10	69	13	30	197	24	17	90	57	21	73	31	632
8:45 AM	9	61	6	29	225	20	6	104	54	18	75	19	626
9:00 AM	9	68	8	28	280	30	8	89	63	21	75	45	724
9:15 AM	6	44	11	20	179	25	14	87	79	23	71	33	592
9:30 AM	4	65	6	35	203	26	10	79	47	31	67	27	600
9:45 AM	5	65	13	29	176	29	12	80	60	20	64	29	582
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	74	666	95	356	2363	295	143	990	652	239	898	305	7076
APPROACH %'s :	8.86%	79.76%	11.38%	11.81%	78.40%	9.79%	8.01%	55.46%	36.53%	16.57%	62.27%	21.15%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	34	242	38	107	881	99	45	370	253	83	294	128	2574
PEAK HR FACTOR :		0.853			0.804			0.928			0.895		0.889

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_011 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Los Angeles St			Los Angeles St			Temple St			Temple St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2.5	1.5	1	2	0	1	2	0	
3:00 PM	10	143	5	29	90	46	12	64	26	19	96	42	582
3:15 PM	20	152	6	25	91	28	8	74	30	13	87	34	568
3:30 PM	12	137	9	33	105	36	8	74	23	14	112	49	612
3:45 PM	8	133	9	40	86	35	12	88	30	17	96	31	585
4:00 PM	14	139	10	37	90	45	10	104	26	13	116	44	648
4:15 PM	12	132	3	33	73	49	6	98	22	11	112	33	584
4:30 PM	11	169	5	35	72	58	11	128	44	15	119	52	719
4:45 PM	9	183	5	30	66	38	10	139	45	19	120	49	713
5:00 PM	18	216	7	23	85	65	18	167	23	15	137	47	821
5:15 PM	19	209	14	29	77	51	29	162	25	14	141	49	819
5:30 PM	22	252	12	7	62	13	15	157	30	4	133	33	740
5:45 PM	25	239	8	15	63	14	9	96	18	9	189	40	725
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	180	2104	93	336	960	478	148	1351	342	163	1458	503	8116
APPROACH %'s :	7.57%	88.51%	3.91%	18.94%	54.11%	26.94%	8.04%	73.38%	18.58%	7.67%	68.64%	23.68%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	84	916	41	74	287	143	71	582	96	42	600	169	3105
PEAK HR FACTOR :		0.910			0.728			0.867			0.852		0.945

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

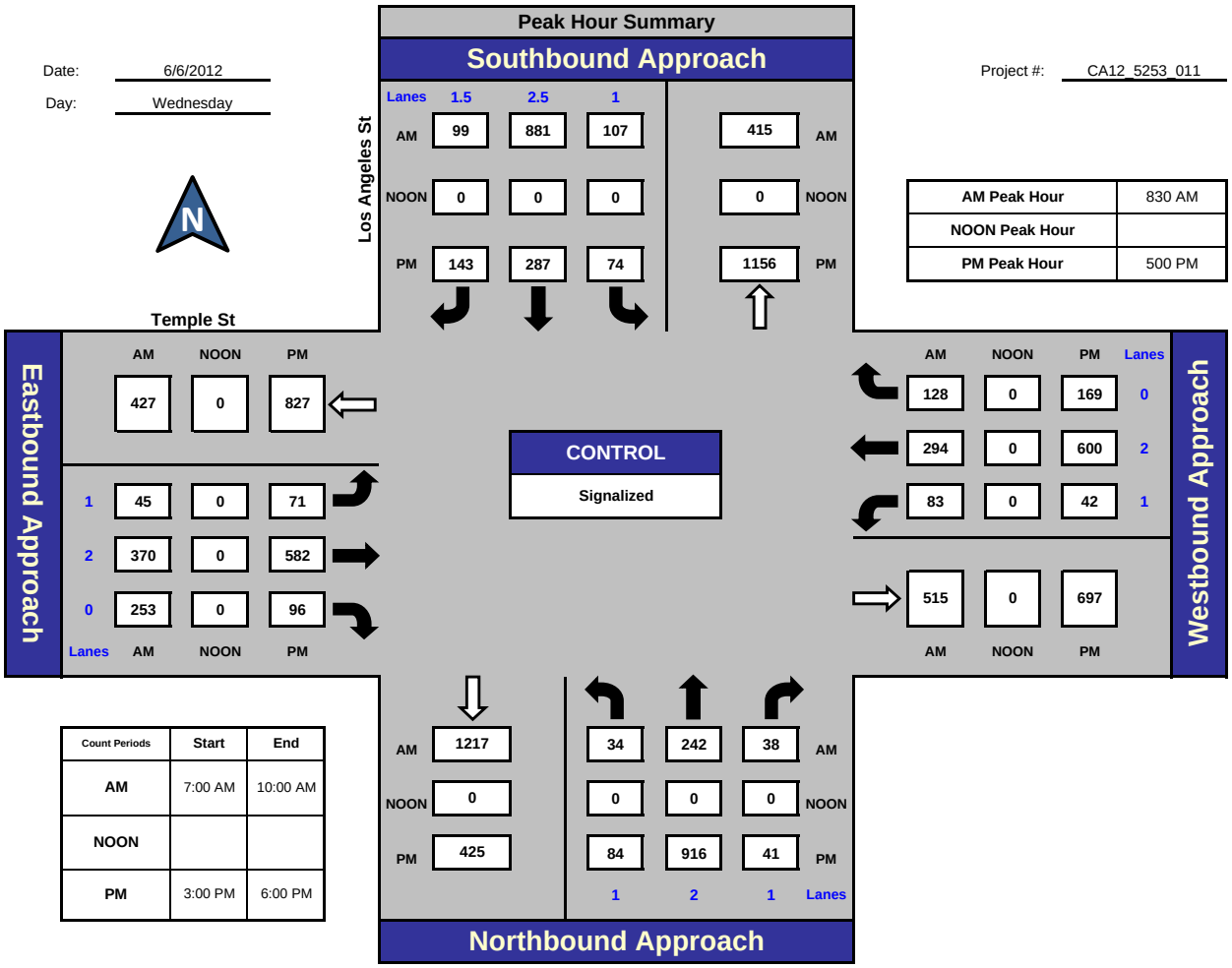
Los Angeles St and Temple St , City of Los Angeles

Date: 6/6/2012

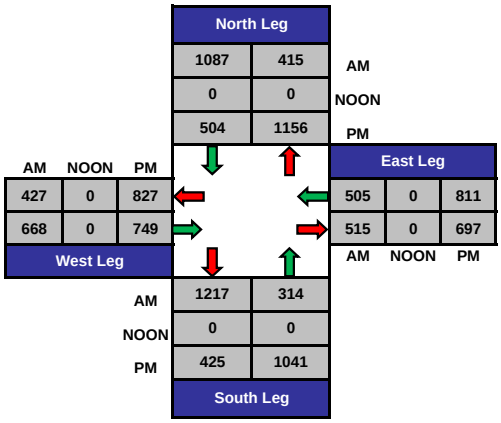
Day: Wednesday

Project #: CA12_5253_011

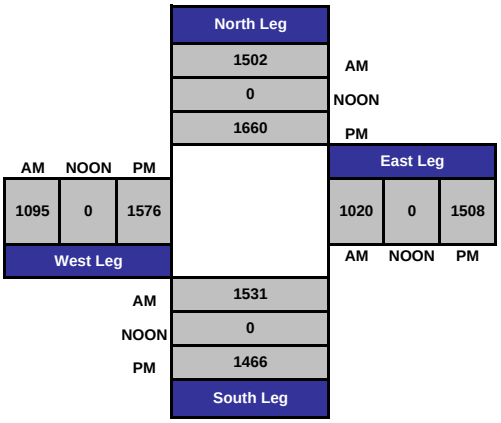
AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-011
N/S Street: Los Angeles St
E/W Street: Temple St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	16	21	6	14	18	7	8	20
7:15 AM	11	34	7	26	11	14	2	29
7:30 AM	28	15	5	16	9	11	8	3
7:45 AM	17	25	3	28	15	14	7	18
8:00 AM	11	23	8	24	21	15	5	12
8:15 AM	9	19	7	51	12	12	5	13
8:30 AM	15	27	7	51	23	11	4	10
8:45 AM	16	32	13	60	13	18	4	7
9:00 AM	10	26	11	23	14	8	5	8
9:15 AM	17	28	13	15	24	11	10	13
9:30 AM	16	39	12	22	14	12	11	9
9:45 AM	17	31	24	19	10	12	8	12
TOTALS	**183**	**320**	**116**	**349**	**184**	**145**	**77**	**154**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	1	0	0	3	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	1	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	1	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0
8:45 AM	0	1	0	0	3	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	1	0	0	0	0	0	1	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	1	0	0	2	0	0	1	0	0	0	0
9:45 AM	0	1	2	0	0	1	0	0	0	0	2	0
TOTALS	**0**	**5**	**2**	**0**	**10**	**1**	**2**	**6**	**0**	**0**	**4**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	18	24	6	7	12	14	10	7
3:15 PM	14	15	46	5	15	12	11	6
3:30 PM	22	19	27	14	14	17	15	4
3:45 PM	19	28	25	8	13	12	22	7
4:00 PM	24	24	32	6	20	9	21	7
4:15 PM	12	21	39	13	17	10	14	12
4:30 PM	18	22	33	17	17	14	13	5
4:45 PM	12	8	27	6	17	7	12	8
5:00 PM	26	8	45	5	23	9	14	1
5:15 PM	13	11	21	6	17	3	10	4
5:30 PM	9	4	19	2	7	1	18	3
5:45 PM	8	6	16	1	10	2	3	6
TOTALS	**195**	**190**	**336**	**90**	**182**	**110**	**163**	**70**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	3	0	0	0	0	0	1	0	0	1	0
3:30 PM	0	0	0	0	0	0	1	0	0	0	1	0
3:45 PM	0	2	1	0	3	0	0	2	0	0	1	0
4:00 PM	0	1	0	0	1	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	3	0	1	0	0
4:30 PM	0	2	0	0	1	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	2	0	0	1	0
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	3	0	0	1	0	0	2	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0
5:45 PM	0	1	0	0	2	0	0	0	0	0	0	0
TOTALS	**0**	**16**	**1**	**0**	**8**	**0**	**2**	**11**	**0**	**1**	**5**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_012 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Judge John Aiso St			Judge John Aiso St			Temple St			Temple St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	0	0	0	0	0	2	0	1	2	0	
7:00 AM	21		18					70	25	22	90		246
7:15 AM	22		21					69	28	22	88		250
7:30 AM	14		20					72	32	33	98		269
7:45 AM	24		16					83	44	34	107		308
8:00 AM	19		22					86	39	31	113		310
8:15 AM	28		20					75	56	32	93		304
8:30 AM	27		18					97	36	33	98		309
8:45 AM	20		30					106	35	23	97		311
9:00 AM	28		16					88	38	42	110		322
9:15 AM	23		24					84	33	34	99		297
9:30 AM	24		18					86	36	39	97		300
9:45 AM	31		26					87	35	22	85		286
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	281	0	249	0	0	0	0	1003	437	367	1175	0	3512
APPROACH %'s :	53.02%	0.00%	46.98%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	69.65%	30.35%	23.80%	76.20%	0.00%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	103	0	84	0	0	0	0	366	165	130	398	0	1246
PEAK HR FACTOR :		0.935			0.000			0.941			0.868		0.967

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_012 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Judge John Aiso St			Judge John Aiso St			Temple St			Temple St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	0	0	0	0	0	2	0	1	2	0	
3:00 PM	41		35					84	25	24	112		321
3:15 PM	31		33					82	17	22	104		289
3:30 PM	47		36					92	21	16	126		338
3:45 PM	35		31					122	18	24	117		347
4:00 PM	35		39					131	22	23	127		377
4:15 PM	38		32					110	25	18	119		342
4:30 PM	55		34					153	20	26	126		414
4:45 PM	56		33					145	20	31	132		417
5:00 PM	67		38					182	15	29	146		477
5:15 PM	56		38					190	15	32	137		468
5:30 PM	57		45					165	12	15	119		413
5:45 PM	78		52					99	16	15	147		407
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	596	0	446	0	0	0	0	1555	226	275	1512	0	4610
APPROACH %'s :	57.20%	0.00%	42.80%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	87.31%	12.69%	15.39%	84.61%	0.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	234	0	143	0	0	0	0	670	70	118	541	0	1776
PEAK HR FACTOR :		0.898			0.000			0.902			0.941		0.931

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

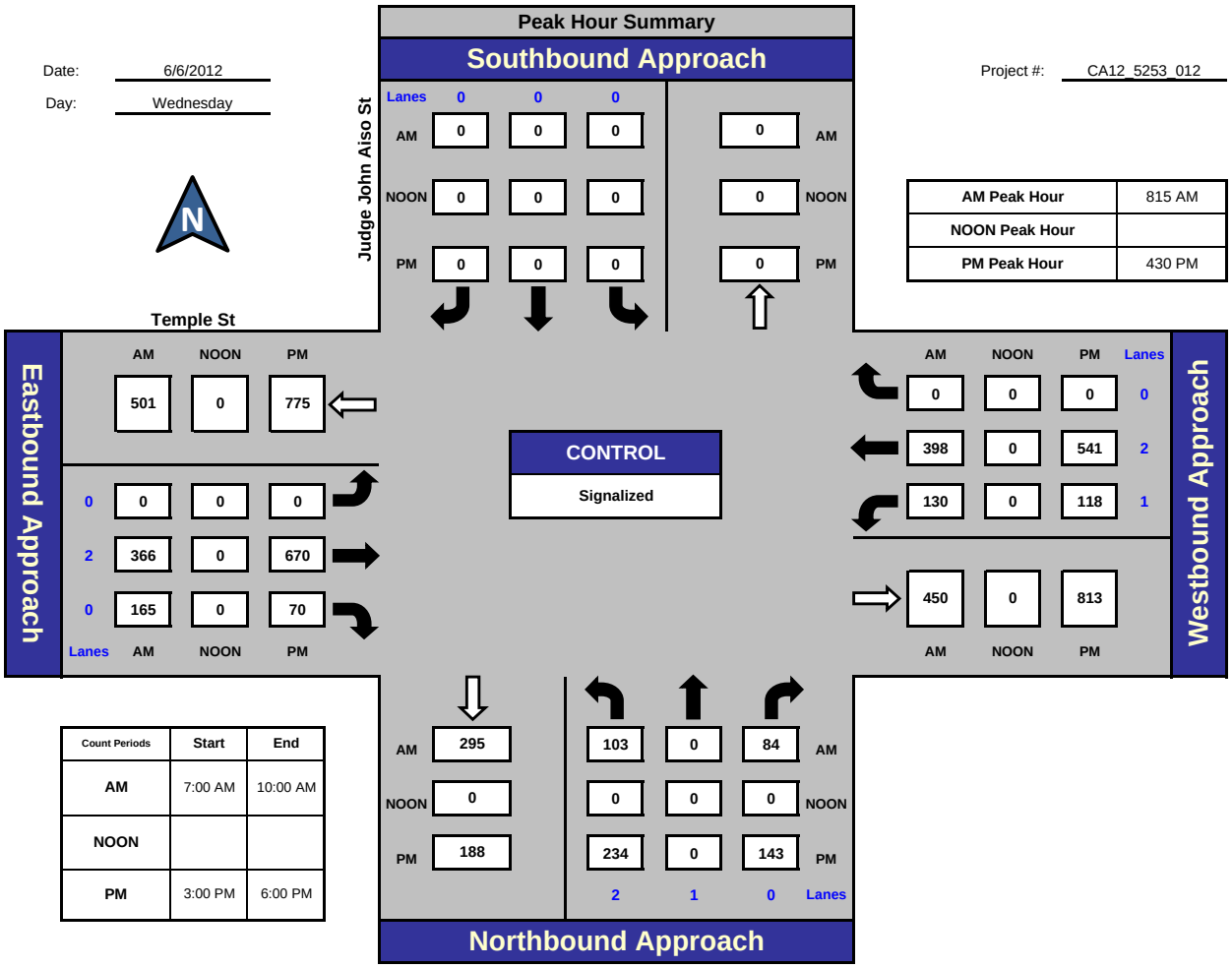
Judge John Aiso St and Temple St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

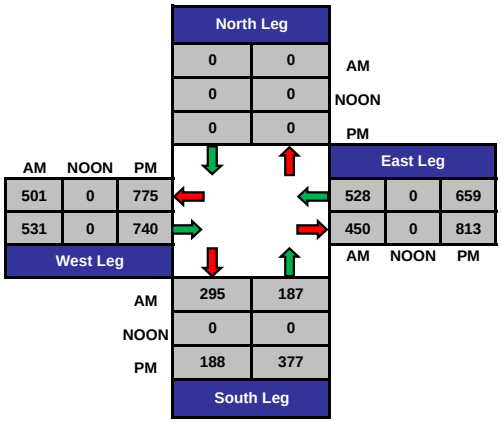
Project #: CA12_5253_012

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	430 PM

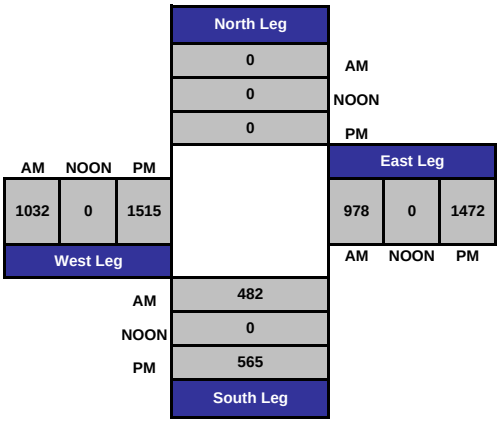


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-012
N/S Street: Judge John Aiso St
E/W Street: Temple St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	2	7	31	4	0	0
7:15 AM	0	0	2	24	35	4	0	0
7:30 AM	0	0	2	18	26	4	0	0
7:45 AM	0	0	2	18	39	5	0	0
8:00 AM	0	0	5	29	45	11	0	0
8:15 AM	0	0	1	34	53	16	1	0
8:30 AM	0	0	6	65	41	12	0	0
8:45 AM	0	0	8	34	42	22	0	0
9:00 AM	0	0	11	20	52	31	0	0
9:15 AM	0	0	9	27	35	26	0	0
9:30 AM	0	0	11	9	44	23	0	0
9:45 AM	0	0	24	17	62	28	0	0
TOTALS	**0**	**0**	**83**	**302**	**505**	**186**	**1**	**0**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	1	0	0	0	0	1	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	2	0	0
9:30 AM	0	0	0	0	0	0	0	1	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	2	0
TOTALS	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**3**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	11	11	16	46	0	0
3:15 PM	0	0	37	3	19	40	0	0
3:30 PM	0	0	20	9	13	50	0	0
3:45 PM	0	0	19	5	11	31	0	0
4:00 PM	0	0	25	6	6	51	0	0
4:15 PM	0	0	22	11	7	55	0	0
4:30 PM	0	0	34	8	9	51	0	0
4:45 PM	0	0	13	7	6	31	0	0
5:00 PM	0	0	35	6	8	33	0	0
5:15 PM	0	0	18	5	1	17	0	0
5:30 PM	0	0	12	4	5	8	0	0
5:45 PM	0	0	20	2	4	9	0	0
TOTALS	**0**	**0**	**266**	**77**	**105**	**422**	**0**	**0**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	0	0	0	0	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	2	0	1	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	1	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**7**	**0**	**3**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_013 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Alameda St			Alameda St			Temple St			Temple St			
	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	
7:00 AM	24	146	3	5	220	67	15	28	28	8	33	4	581
7:15 AM	32	157	0	8	198	75	14	29	26	6	26	4	575
7:30 AM	33	155	0	3	276	90	18	30	29	4	30	6	674
7:45 AM	43	163	0	5	261	89	13	38	28	3	30	1	674
8:00 AM	27	154	2	8	271	101	15	37	33	2	28	8	686
8:15 AM	38	158	0	10	256	80	30	31	27	4	27	4	665
8:30 AM	29	146	2	9	251	80	18	39	26	3	34	4	641
8:45 AM	33	200	0	4	208	68	37	40	43	2	27	6	668
9:00 AM	23	157	2	11	268	107	23	29	40	7	34	3	704
9:15 AM	30	175	1	11	220	72	29	32	34	8	25	5	642
9:30 AM	18	151	1	6	215	95	28	24	40	5	32	7	622
9:45 AM	11	163	1	5	194	72	27	37	48	4	22	5	589
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	341	1925	12	85	2838	996	267	394	402	56	348	57	7721
APPROACH %'s :	14.97%	84.50%	0.53%	2.17%	72.42%	25.41%	25.12%	37.06%	37.82%	12.15%	75.49%	12.36%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	141	630	2	26	1064	360	76	136	117	13	115	19	2699
PEAK HR FACTOR :		0.938			0.954			0.935			0.919		0.984

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_013 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Alameda St			Alameda St			Temple St			Temple St			
	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	
3:00 PM	19	262	1	7	174	61	38	53	32	6	38	14	705
3:15 PM	18	251	0	8	194	51	40	37	45	3	33	6	686
3:30 PM	17	230	0	10	181	75	55	61	35	10	29	14	717
3:45 PM	23	240	0	13	202	69	64	66	39	2	37	9	764
4:00 PM	14	195	0	24	213	71	69	82	46	7	33	11	765
4:15 PM	20	244	1	14	178	66	59	67	55	3	33	5	745
4:30 PM	12	293	1	12	239	74	68	94	48	8	41	11	901
4:45 PM	30	293	0	12	214	92	44	80	43	6	21	5	840
5:00 PM	29	282	0	14	200	89	66	123	47	5	35	12	902
5:15 PM	36	302	0	12	188	76	62	134	54	5	30	6	905
5:30 PM	22	268	0	18	171	79	70	106	34	3	31	6	808
5:45 PM	31	311	0	9	157	88	59	63	36	1	29	2	786
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	271	3171	3	153	2311	891	694	966	514	59	390	101	9524
APPROACH %'s :	7.87%	92.05%	0.09%	4.56%	68.88%	26.56%	31.92%	44.43%	23.64%	10.73%	70.91%	18.36%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	107	1170	1	50	841	331	240	431	192	24	127	34	3548
PEAK HR FACTOR :		0.945			0.940			0.863			0.771		0.980

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

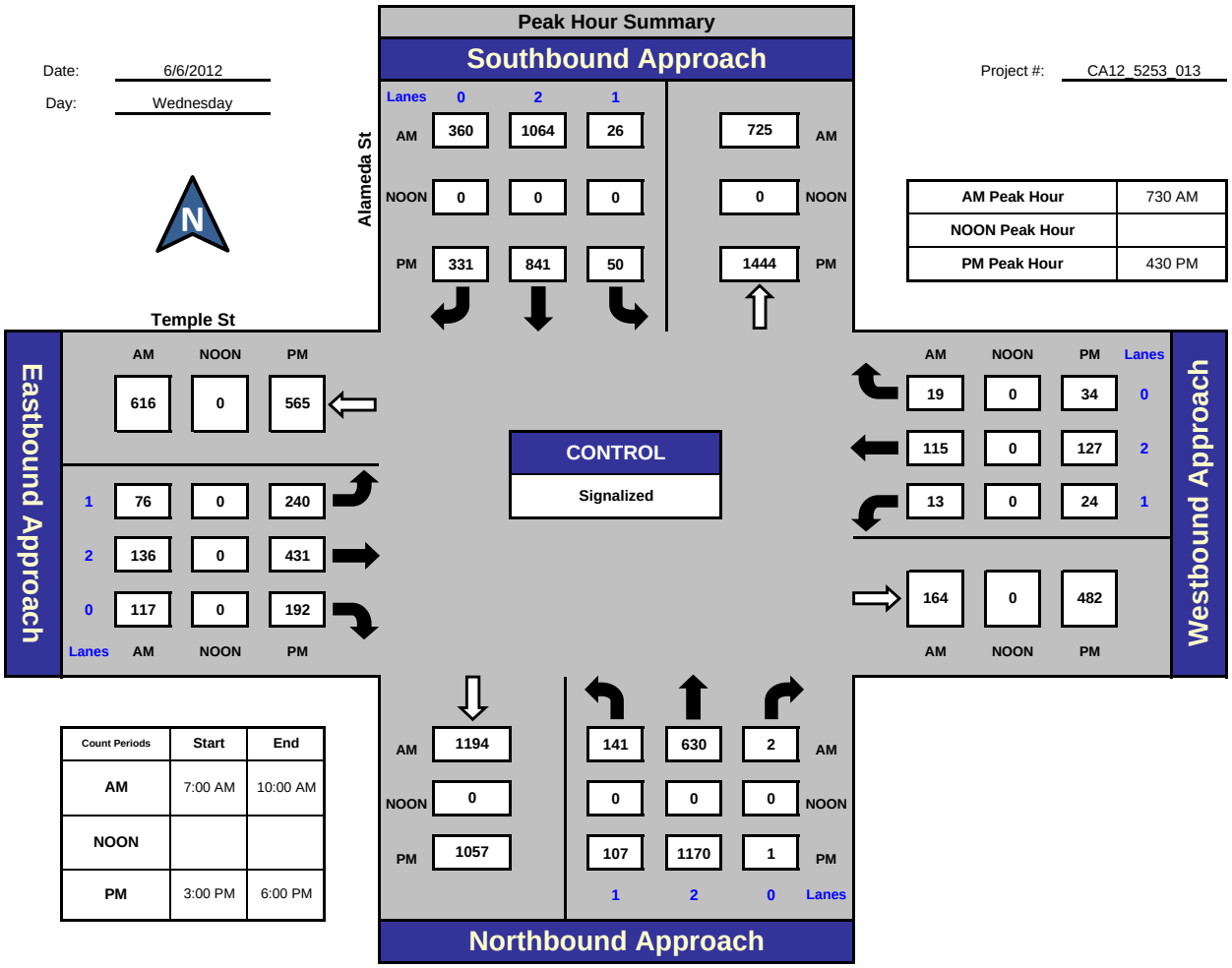
Alameda St and Temple St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

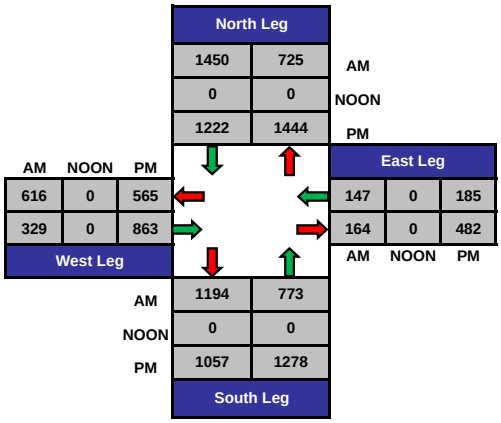
Project #: CA12_5253_013

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

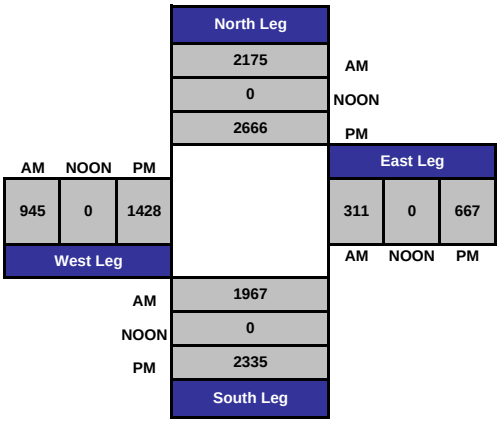


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-013
N/S Street: Alameda St
E/W Street: Temple St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	8	0	15	20	5	14	2
7:15 AM	0	0	3	37	17	3	26	4
7:30 AM	2	6	2	24	9	1	20	3
7:45 AM	0	13	4	31	26	0	26	3
8:00 AM	1	4	2	24	12	7	20	7
8:15 AM	3	11	3	28	21	3	18	3
8:30 AM	1	10	4	65	18	0	13	6
8:45 AM	1	7	6	18	13	3	11	7
9:00 AM	0	8	3	11	16	2	4	5
9:15 AM	1	0	6	3	5	4	6	2
9:30 AM	0	4	0	10	4	2	5	5
9:45 AM	0	4	13	8	14	2	6	7
TOTALS	**9**	**75**	**46**	**274**	**175**	**32**	**169**	**54**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	1	0	0	0	0
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	2	0	0	0	0	0	0	0
9:00 AM	0	2	0	0	2	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	1	0	0	1	0	0	0	0
9:30 AM	0	1	0	0	4	0	1	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	2	0	0	0	1
TOTALS	**1**	**9**	**0**	**0**	**12**	**0**	**1**	**5**	**1**	**0**	**1**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	2	9	3	0	6	5	10
3:15 PM	2	4	37	4	2	2	7	15
3:30 PM	12	7	39	5	10	8	7	32
3:45 PM	1	3	17	3	5	1	1	4
4:00 PM	14	1	23	5	2	14	4	11
4:15 PM	2	3	17	4	6	6	2	4
4:30 PM	12	0	36	2	6	14	5	1
4:45 PM	4	2	25	2	4	3	9	9
5:00 PM	16	0	34	5	3	15	3	19
5:15 PM	3	2	29	10	8	6	5	3
5:30 PM	2	2	15	3	8	3	7	2
5:45 PM	6	2	10	1	6	8	4	5
TOTALS	**76**	**28**	**291**	**47**	**60**	**86**	**59**	**115**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	2	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0	0	1	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	1	1	1	0	0	1	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	2	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	2	0	0	0	0	0	1	0	0	0	0
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	0	0	0	1	0	0	0	0
5:30 PM	0	3	0	0	3	0	0	3	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0
TOTALS	**0**	**15**	**1**	**1**	**10**	**0**	**0**	**6**	**0**	**1**	**0**	**1**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_014 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Broadway			Broadway			1st St			1st St			
	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	3	0	1	3	0	
7:00 AM	8	72	8	9	104	32	9	95	3	9	149	16	514
7:15 AM	7	71	9	9	127	28	8	92	7	7	188	27	580
7:30 AM	9	88	8	10	150	36	9	114	3	16	191	24	658
7:45 AM	17	70	13	11	144	37	11	109	2	20	198	21	653
8:00 AM	10	91	19	11	141	34	23	161	13	22	204	26	755
8:15 AM	12	102	15	12	147	43	18	127	13	14	158	35	696
8:30 AM	7	106	15	13	128	41	16	161	13	18	199	36	753
8:45 AM	12	83	13	13	126	30	24	153	10	6	164	20	654
9:00 AM	11	73	6	10	148	30	18	149	12	13	137	14	621
9:15 AM	8	94	12	10	117	27	18	134	8	19	119	13	579
9:30 AM	7	81	8	11	111	32	16	148	13	8	118	17	570
9:45 AM	1	83	18	16	137	25	10	122	8	13	110	21	564
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	109	1014	144	135	1580	395	180	1565	105	165	1935	270	7597
APPROACH %'s :	8.60%	80.03%	11.37%	6.40%	74.88%	18.72%	9.73%	84.59%	5.68%	6.96%	81.65%	11.39%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	41	382	62	49	542	148	81	602	49	60	725	117	2858
PEAK HR FACTOR :		0.940			0.915			0.929			0.891		0.946

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_014 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Broadway			Broadway			1st St			1st St			
	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	3	0	1	3	0	
3:00 PM	11	129	10	9	91	16	32	145	8	7	108	15	581
3:15 PM	13	124	15	6	83	20	17	145	7	14	116	14	574
3:30 PM	6	154	20	13	108	26	18	162	5	10	136	11	669
3:45 PM	13	138	6	9	102	18	30	179	8	7	128	14	652
4:00 PM	9	164	19	12	114	25	38	200	10	11	137	25	764
4:15 PM	14	161	16	8	112	21	35	213	9	16	131	23	759
4:30 PM	9	204	19	8	110	27	47	234	15	11	160	21	865
4:45 PM	8	187	20	12	86	29	40	232	11	10	181	18	834
5:00 PM	13	208	23	11	130	30	50	222	8	18	228	26	967
5:15 PM	11	230	29	13	104	32	71	280	14	17	239	21	1061
5:30 PM	14	246	28	10	105	26	50	263	14	16	241	31	1044
5:45 PM	18	208	19	7	74	8	53	241	2	12	234	21	897
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	139	2153	224	118	1219	278	481	2516	111	149	2039	240	9667
APPROACH %'s :	5.52%	85.57%	8.90%	7.31%	75.48%	17.21%	15.48%	80.95%	3.57%	6.14%	83.98%	9.88%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	56	892	99	41	413	96	224	1006	38	63	942	99	3969
PEAK HR FACTOR :		0.909			0.804			0.868			0.958		0.935

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Broadway and 1st St , City of Los Angeles

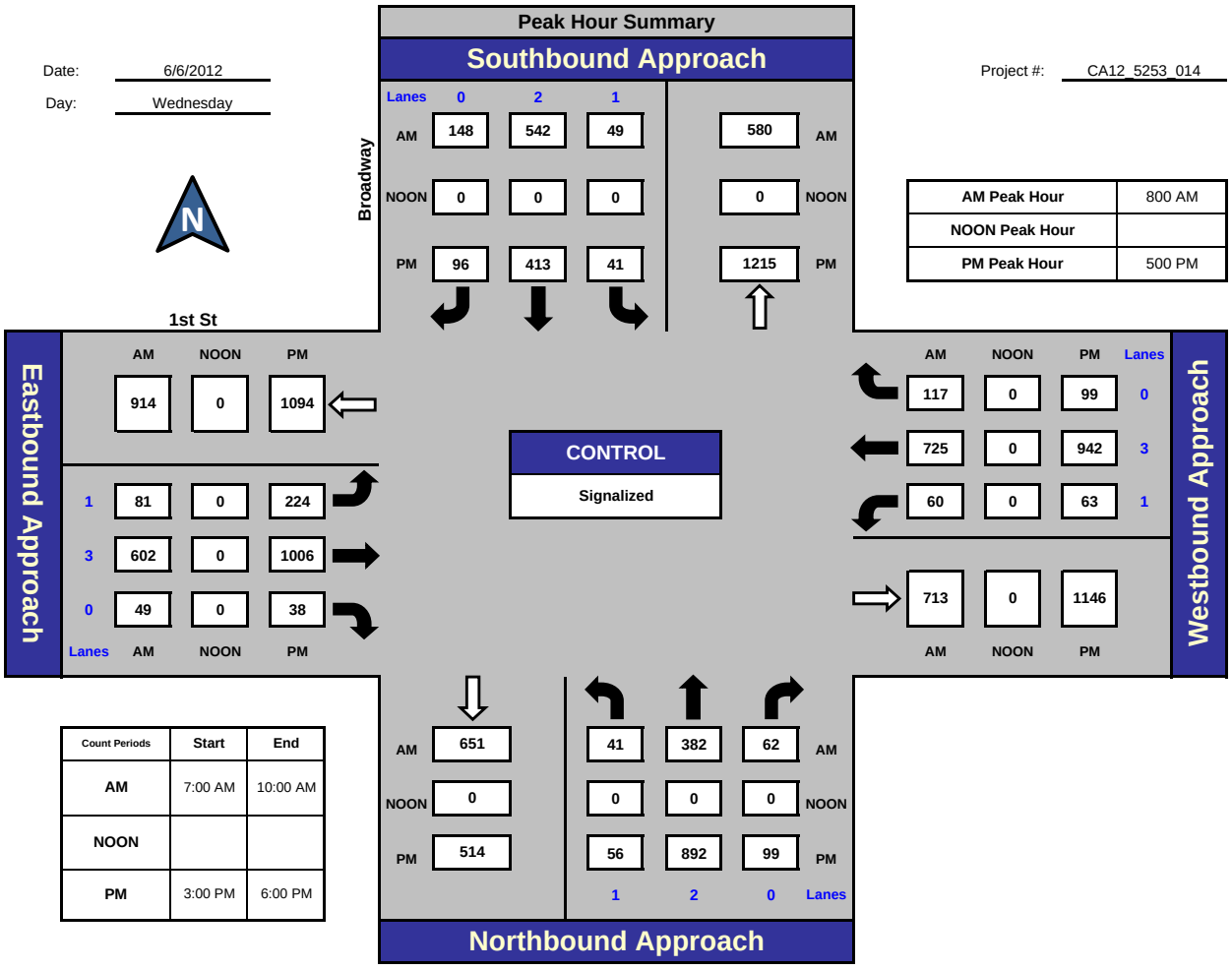
Date: 6/6/2012

Day: Wednesday

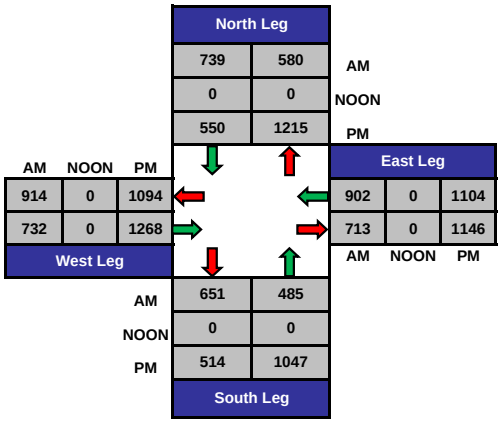
Project #: CA12_5253_014

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

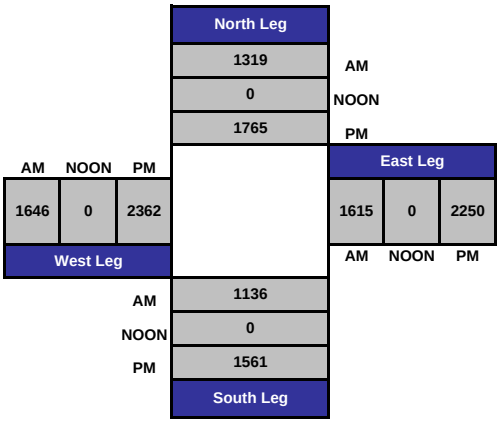
Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-014
N/S Street: Broadway
E/W Street: 1st St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	15	24	13	29	21	13	22	14
7:15 AM	11	31	33	19	35	20	14	29
7:30 AM	11	26	42	19	30	16	9	19
7:45 AM	21	28	25	24	38	24	24	28
8:00 AM	13	25	31	17	40	30	14	24
8:15 AM	11	18	27	32	53	10	10	18
8:30 AM	10	26	31	14	57	24	9	20
8:45 AM	20	20	49	27	67	18	19	18
9:00 AM	12	23	38	23	48	27	17	16
9:15 AM	15	45	39	24	32	19	23	46
9:30 AM	9	25	25	28	31	40	8	24
9:45 AM	16	34	32	45	23	55	9	27
TOTALS	**164**	**325**	**385**	**301**	**475**	**296**	**178**	**283**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	1	0	0	0	2	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	1	0	0	0	1	0	1	0
7:45 AM	0	2	0	0	1	0	0	0	0	1	1	0
8:00 AM	0	0	0	0	2	0	0	2	0	0	1	0
8:15 AM	0	1	0	0	2	0	1	0	0	0	3	0
8:30 AM	0	1	0	0	3	0	0	2	0	0	1	0
8:45 AM	0	0	0	0	2	0	0	1	0	0	0	0
9:00 AM	0	1	0	0	3	0	0	0	0	0	1	0
9:15 AM	0	0	0	0	0	0	0	1	0	0	0	0
9:30 AM	0	2	0	0	1	1	0	4	0	1	2	0
9:45 AM	0	0	0	0	1	0	0	1	0	0	1	1
TOTALS	**0**	**8**	**1**	**1**	**17**	**1**	**1**	**13**	**1**	**2**	**11**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	5	42	21	52	11	37	7	38
3:15 PM	3	30	21	28	11	15	5	35
3:30 PM	5	32	17	54	11	20	7	35
3:45 PM	4	44	20	39	14	34	3	42
4:00 PM	7	55	21	50	11	41	6	61
4:15 PM	2	45	28	51	8	47	3	45
4:30 PM	7	11	44	59	21	46	3	20
4:45 PM	7	19	26	34	20	18	6	29
5:00 PM	2	19	22	44	7	26	1	33
5:15 PM	4	20	22	34	9	23	3	21
5:30 PM	5	12	17	37	9	14	1	14
5:45 PM	4	17	14	12	9	9	3	30
TOTALS	**55**	**346**	**273**	**494**	**141**	**330**	**48**	**403**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
3:15 PM	0	1	0	1	3	0	0	1	1	0	1	0
3:30 PM	0	0	1	0	1	0	1	1	0	0	2	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	2	0
4:00 PM	0	0	0	1	3	0	0	1	0	0	1	0
4:15 PM	0	2	0	0	3	1	1	1	0	0	0	0
4:30 PM	0	0	0	0	2	0	0	2	0	0	2	0
4:45 PM	0	1	0	0	2	0	0	3	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	5	0	1	1	0
5:15 PM	0	2	0	1	0	0	0	1	0	0	0	0
5:30 PM	0	3	1	1	2	0	1	3	0	0	0	0
5:45 PM	0	1	0	0	0	1	0	3	0	1	1	0
TOTALS	**0**	**10**	**2**	**4**	**18**	**2**	**3**	**22**	**1**	**2**	**10**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_015 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Spring St			Spring St			1st St			1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	4	1	1	3	0	1	3	0	
7:00 AM				8	135	43	12	93	10	3	140	3	447
7:15 AM				12	172	57	12	78	19	17	174	3	544
7:30 AM				13	237	57	12	105	14	17	183	1	639
7:45 AM				16	274	56	7	104	24	19	194	0	694
8:00 AM				15	258	67	12	143	37	24	176	1	733
8:15 AM				13	281	38	9	124	16	28	184	1	694
8:30 AM				14	275	52	13	136	28	22	182	2	724
8:45 AM				21	252	40	10	135	32	22	154	0	666
9:00 AM				19	277	37	9	126	29	20	134	1	652
9:15 AM				21	241	41	7	118	25	22	107	1	583
9:30 AM				22	240	38	13	136	17	14	99	0	579
9:45 AM				21	192	43	9	126	24	16	102	1	534
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	195	2834	569	125	1424	275	224	1829	14	7489
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	5.42%	78.77%	15.81%	6.85%	78.07%	15.08%	10.84%	88.49%	0.68%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	0	58	1088	213	41	507	105	93	736	4	2845
PEAK HR FACTOR :		0.000			0.982			0.850			0.978		0.970

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_015 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Spring St			Spring St			1st St			1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	4	1	1	3	0	1	3	0	
3:00 PM				15	109	32	5	145	13	11	89	0	419
3:15 PM				15	94	25	18	138	10	8	118	2	428
3:30 PM				14	113	32	17	166	15	13	126	0	496
3:45 PM				9	105	27	18	162	16	12	122	1	472
4:00 PM				4	109	29	16	206	15	8	134	0	521
4:15 PM				10	116	45	19	205	13	21	130	1	560
4:30 PM				10	108	42	22	239	11	11	142	2	587
4:45 PM				6	118	38	19	229	12	16	167	1	606
5:00 PM				15	120	33	21	217	14	10	226	0	656
5:15 PM				15	114	27	23	284	17	20	251	0	751
5:30 PM				5	120	30	25	269	14	17	249	0	729
5:45 PM				4	116	29	18	239	10	12	234	0	662
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	122	1342	389	221	2499	160	159	1988	7	6887
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	6.58%	72.42%	20.99%	7.67%	86.77%	5.56%	7.38%	92.29%	0.32%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	39	470	119	87	1009	55	59	960	0	2798
PEAK HR FACTOR :		0.000			0.935			0.888			0.940		0.931

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Spring St and 1st St , City of Los Angeles

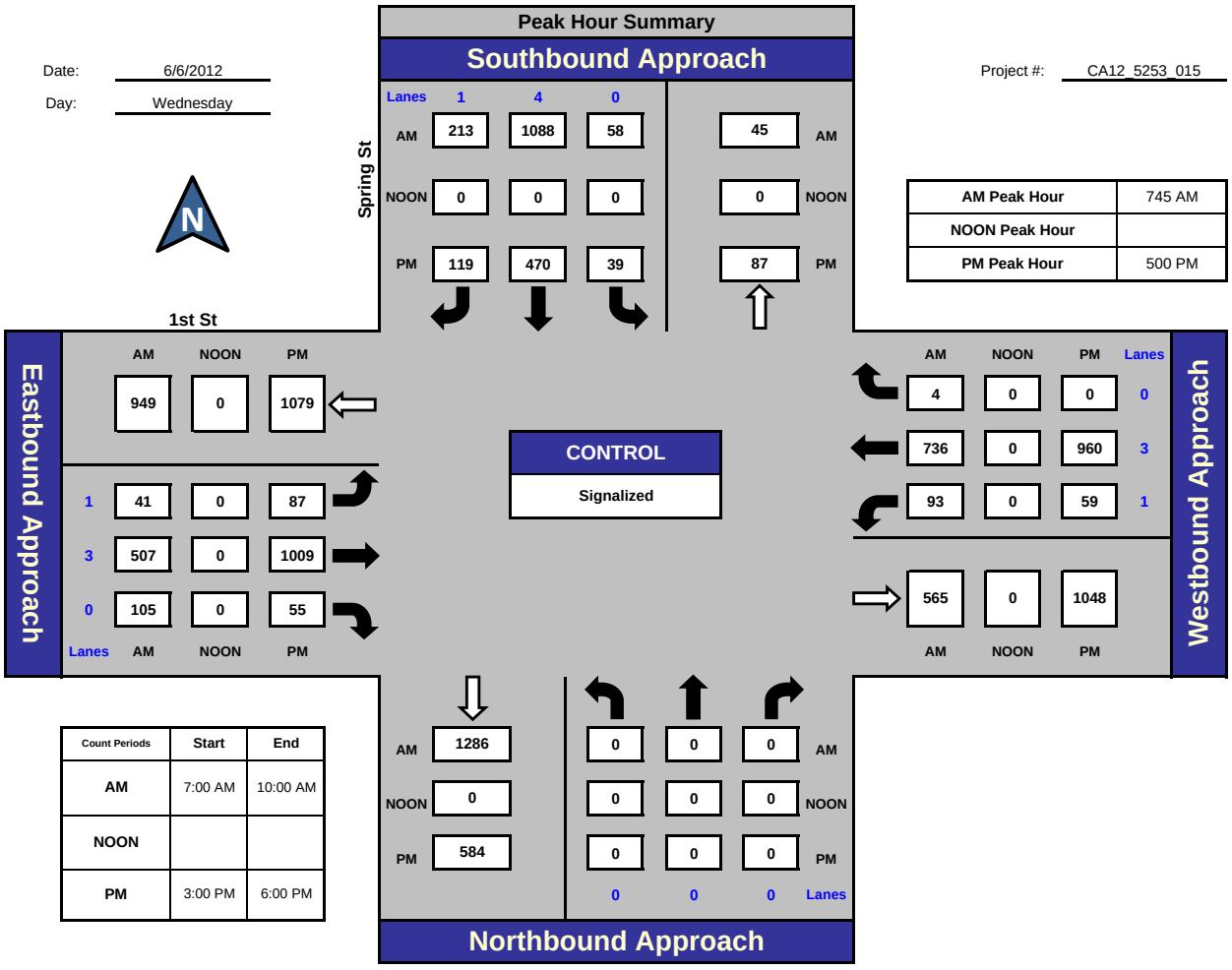
Date: 6/6/2012

Day: Wednesday

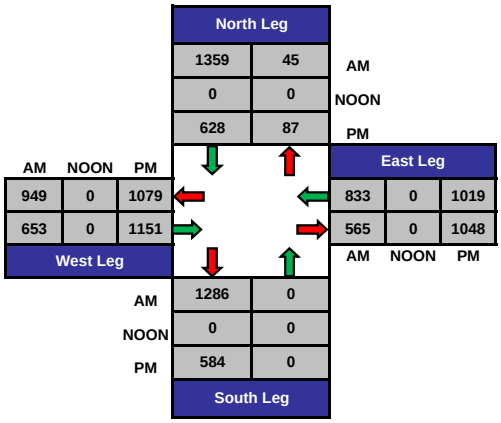
Project #: CA12_5253_015

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

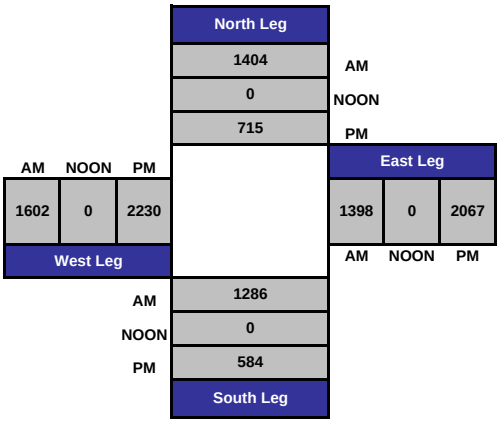
Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-015
N/S Street: Spring St
E/W Street: 1st St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	27	3	32	11	6	21	7	26
7:15 AM	18	4	39	6	7	8	7	21
7:30 AM	19	6	39	9	7	20	11	23
7:45 AM	17	7	24	7	8	11	7	22
8:00 AM	24	14	34	12	10	16	20	20
8:15 AM	13	14	20	25	4	16	26	21
8:30 AM	22	21	33	14	14	13	16	21
8:45 AM	16	13	21	24	17	14	15	21
9:00 AM	18	6	31	35	10	17	19	13
9:15 AM	10	5	23	14	10	13	8	9
9:30 AM	12	10	30	17	5	12	11	20
9:45 AM	10	6	23	88	19	18	15	8
TOTALS	**206**	**109**	**349**	**262**	**117**	**179**	**162**	**225**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	3	0	0	2	0	1	1	0
7:15 AM	0	0	0	1	2	0	0	0	0	2	0	0
7:30 AM	0	0	0	0	3	0	0	1	0	0	1	0
7:45 AM	0	0	0	0	5	0	0	0	0	0	2	0
8:00 AM	0	0	0	0	4	0	0	1	0	0	0	0
8:15 AM	0	2	0	0	6	0	0	1	0	0	0	0
8:30 AM	0	0	0	0	2	0	0	1	0	0	1	0
8:45 AM	0	0	0	2	6	0	0	2	0	1	1	0
9:00 AM	0	0	0	0	4	0	0	4	0	0	0	0
9:15 AM	0	0	0	0	5	0	2	0	0	0	0	0
9:30 AM	0	0	0	0	4	0	0	3	0	3	1	0
9:45 AM	0	0	0	0	7	0	0	2	0	0	1	0
TOTALS	**0**	**3**	**0**	**3**	**51**	**0**	**2**	**17**	**0**	**7**	**8**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	6	14	18	28	16	9	5	11
3:15 PM	2	14	18	33	17	4	4	9
3:30 PM	7	17	28	46	14	8	13	19
3:45 PM	8	18	22	26	15	7	4	10
4:00 PM	14	12	22	30	21	12	8	19
4:15 PM	11	10	34	34	19	10	4	10
4:30 PM	13	11	27	44	28	13	14	24
4:45 PM	10	15	26	31	28	14	8	13
5:00 PM	9	7	33	38	21	10	10	15
5:15 PM	9	21	22	24	16	11	9	24
5:30 PM	6	5	26	18	10	7	10	6
5:45 PM	5	8	21	12	8	2	4	7
TOTALS	**100**	**152**	**297**	**364**	**213**	**107**	**93**	**167**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	1	1	0	0	2	0	1	0	0
3:15 PM	0	0	0	1	3	0	0	3	0	3	0	0
3:30 PM	0	0	0	0	5	0	1	2	0	2	3	0
3:45 PM	0	0	0	0	3	0	0	2	0	0	1	0
4:00 PM	0	0	0	0	2	0	0	1	0	1	2	0
4:15 PM	0	0	0	0	4	0	0	3	0	1	2	0
4:30 PM	0	0	0	0	3	0	0	4	0	1	1	0
4:45 PM	0	0	1	0	1	0	0	4	0	2	0	0
5:00 PM	0	1	0	0	4	0	0	7	0	1	0	0
5:15 PM	0	0	0	0	6	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	2	0	1	1	0	0	1	1
5:45 PM	0	0	0	1	3	0	1	2	0	0	1	0
TOTALS	**0**	**1**	**1**	**3**	**37**	**0**	**3**	**31**	**0**	**12**	**11**	**1**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_016 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Main St			Main St			1st St			1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	0	0	0	1	3	0	0	3	0	
7:00 AM	8	68	13				20	74			137	13	333
7:15 AM	21	85	16				20	78			173	16	409
7:30 AM	14	101	14				22	92			185	17	445
7:45 AM	18	110	23				19	103			200	21	494
8:00 AM	11	115	15				31	127			192	16	507
8:15 AM	21	92	14				20	119			191	30	487
8:30 AM	13	126	23				34	115			199	24	534
8:45 AM	13	103	21				35	124			166	24	486
9:00 AM	13	133	20				32	109			147	23	477
9:15 AM	10	125	26				39	107			125	32	464
9:30 AM	13	107	19				42	114			101	30	426
9:45 AM	12	102	24				34	118			100	19	409
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	167	1267	228	0	0	0	348	1280	0	0	1916	265	5471
APPROACH %'s :	10.05%	76.23%	13.72%	#DIV/0!	#DIV/0!	#DIV/0!	21.38%	78.62%	0.00%	0.00%	87.85%	12.15%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	63	443	75	0	0	0	104	464	0	0	782	91	2022
PEAK HR FACTOR :		0.897			0.000			0.899			0.979		0.947

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_016 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Main St			Main St			1st St			1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	0	0	0	1	3	0	0	3	0	
3:00 PM	13	168	24				31	136			94	28	494
3:15 PM	18	145	29				35	120			107	15	469
3:30 PM	19	205	19				33	144			120	19	559
3:45 PM	24	214	17				25	141			110	19	550
4:00 PM	30	273	28				29	188			117	20	685
4:15 PM	24	228	29				33	191			129	18	652
4:30 PM	25	242	38				46	190			128	23	692
4:45 PM	31	312	35				32	209			157	29	805
5:00 PM	42	380	44				36	205			196	18	921
5:15 PM	37	329	37				45	246			233	27	954
5:30 PM	39	379	33				36	242			231	35	995
5:45 PM	35	315	38				31	214			210	42	885
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	337	3190	371	0	0	0	412	2226	0	0	1832	293	8661
APPROACH %'s :	8.65%	81.84%	9.52%	#DIV/0!	#DIV/0!	#DIV/0!	15.62%	84.38%	0.00%	0.00%	86.21%	13.79%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	153	1403	152	0	0	0	148	907	0	0	870	122	3755
PEAK HR FACTOR :		0.916			0.000			0.906			0.932		0.943

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Main St and 1st St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

Project #: CA12_5253_016

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Peak Hour Summary

Southbound Approach (Main St)

Lanes	0	0	0		
AM	0	0	0	638	AM
NOON	0	0	0	0	NOON
PM	0	0	0	1673	PM

Eastbound Approach (1st St)

Lanes	AM	NOON	PM
	845	0	1023
1	104	0	148
3	464	0	907
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

Lanes	AM	NOON	PM
0	91	0	122
3	782	0	870
0	0	0	0
	539	0	1059
	AM	NOON	PM

CONTROL: Signalized

Northbound Approach

AM	0	63	443	75	AM
NOON	0	0	0	0	NOON
PM	0	153	1403	152	PM
		0	4	0	Lanes

Total Ins & Outs

	AM	NOON	PM
North Leg	0	0	0
	638	0	1673
East Leg	873	0	992
	539	0	1059
West Leg	845	0	1023
	568	0	1055
South Leg	0	0	0
	581	0	1708

Total Volume Per Leg

	AM	NOON	PM
North Leg	638	0	1673
East Leg	1412	0	2051
West Leg	1413	0	2078
South Leg	581	0	1708

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-016
N/S Street: Main St
E/W Street: 1st St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	5	8	54	28	7	17	6	22
7:15 AM	11	6	30	23	6	21	8	17
7:30 AM	5	10	48	13	16	18	9	14
7:45 AM	3	14	25	20	16	10	12	10
8:00 AM	12	23	48	18	13	29	14	23
8:15 AM	12	20	39	13	13	16	9	8
8:30 AM	16	22	29	25	21	16	13	13
8:45 AM	14	18	33	24	16	26	13	16
9:00 AM	12	18	31	93	33	10	14	12
9:15 AM	9	27	41	70	36	51	20	32
9:30 AM	11	13	37	21	13	21	10	7
9:45 AM	14	15	48	27	45	28	42	19
TOTALS	**124**	**194**	**463**	**375**	**235**	**263**	**170**	**193**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	5	0	0	1	0	1	2	0	0	2	0
7:15 AM	0	1	0	0	0	0	0	1	0	0	2	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	3	0	0	0	0	0	1	0	0	2	0
8:00 AM	0	2	0	0	4	0	0	1	0	0	1	0
8:15 AM	0	1	0	0	0	0	0	2	0	0	2	0
8:30 AM	0	2	0	0	0	0	0	1	0	0	2	0
8:45 AM	0	4	0	0	2	2	0	3	0	0	2	0
9:00 AM	0	3	0	0	1	0	0	0	0	0	0	0
9:15 AM	0	4	1	0	1	0	0	1	0	0	0	0
9:30 AM	0	6	0	0	0	1	1	2	0	0	3	0
9:45 AM	0	3	1	0	2	1	0	2	0	1	0	0
TOTALS	**0**	**35**	**2**	**0**	**11**	**4**	**2**	**16**	**0**	**1**	**16**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	6	15	32	40	35	22	16	22
3:15 PM	8	16	34	44	37	16	10	10
3:30 PM	11	19	49	44	46	13	16	9
3:45 PM	14	17	53	42	56	7	22	13
4:00 PM	10	17	37	36	45	12	21	9
4:15 PM	11	24	61	36	41	12	16	17
4:30 PM	12	26	42	55	37	13	13	17
4:45 PM	12	27	41	30	26	10	10	12
5:00 PM	12	13	44	47	37	15	13	5
5:15 PM	7	17	37	32	29	18	11	21
5:30 PM	11	19	40	22	15	2	5	8
5:45 PM	10	18	24	16	13	7	6	3
TOTALS	**124**	**228**	**494**	**444**	**417**	**147**	**159**	**146**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	6	0	0	3	0	0	2	0	0	1	0
3:15 PM	0	2	0	0	0	1	0	1	0	0	2	0
3:30 PM	1	4	2	0	1	1	1	1	0	0	6	0
3:45 PM	0	1	0	0	1	0	0	0	0	1	1	0
4:00 PM	0	5	1	0	4	0	0	1	0	0	2	0
4:15 PM	0	4	0	0	1	0	1	2	0	0	2	0
4:30 PM	0	4	0	0	2	0	0	4	0	0	1	0
4:45 PM	0	8	0	0	4	1	1	7	0	0	1	0
5:00 PM	0	5	0	0	2	1	0	6	0	0	1	0
5:15 PM	1	5	1	0	1	0	0	3	0	0	1	0
5:30 PM	0	8	1	0	0	0	1	4	0	0	0	0
5:45 PM	0	6	0	0	1	0	0	3	0	0	1	0
TOTALS	**2**	**58**	**5**	**0**	**20**	**4**	**4**	**34**	**0**	**1**	**19**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_017 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Los Angeles St			Los Angeles St			1st St			1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	2	1	1	3	0	
7:00 AM	7	40	7	15	130	28	10	57	19	8	117	10	448
7:15 AM	10	32	6	14	138	32	4	64	29	12	150	8	499
7:30 AM	14	32	6	14	162	39	7	80	20	10	157	12	553
7:45 AM	10	52	11	19	187	38	4	88	34	11	163	8	625
8:00 AM	9	47	11	23	167	31	15	107	19	13	165	7	614
8:15 AM	9	47	17	18	175	38	7	107	19	20	169	7	633
8:30 AM	8	52	9	27	178	43	14	102	25	25	164	13	660
8:45 AM	14	45	10	29	182	28	14	101	30	16	147	11	627
9:00 AM	10	60	18	20	230	43	10	97	20	16	115	14	653
9:15 AM	12	43	9	14	157	36	14	95	25	5	106	6	522
9:30 AM	15	49	9	23	180	34	14	91	31	9	76	9	540
9:45 AM	16	57	16	29	145	32	6	89	40	10	83	7	530
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	134	556	129	245	2031	422	119	1078	311	155	1612	112	6904
APPROACH %'s :	16.36%	67.89%	15.75%	9.08%	75.28%	15.64%	7.89%	71.49%	20.62%	8.25%	85.79%	5.96%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	41	204	54	94	765	152	45	407	94	77	595	45	2573
PEAK HR FACTOR :		0.849			0.863			0.941			0.887		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_017 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Los Angeles St			Los Angeles St			1st St			1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	2	1	1	3	0	
3:00 PM	13	132	23	20	89	24	11	117	17	6	73	11	536
3:15 PM	11	139	16	22	90	35	16	122	20	5	82	23	581
3:30 PM	14	128	13	21	95	35	14	130	20	7	91	15	583
3:45 PM	14	124	19	20	91	24	18	129	14	6	88	10	557
4:00 PM	16	127	20	22	86	35	22	176	19	6	94	14	637
4:15 PM	14	123	27	14	73	24	12	194	11	7	105	11	615
4:30 PM	10	162	28	9	80	52	16	196	17	6	97	12	685
4:45 PM	10	160	22	24	62	37	23	193	23	10	148	13	725
5:00 PM	20	203	28	23	76	48	26	210	19	11	154	13	831
5:15 PM	24	187	25	25	103	51	28	238	14	12	196	21	924
5:30 PM	11	229	30	20	74	55	30	241	11	10	184	20	915
5:45 PM	42	224	19	22	72	49	21	219	13	7	170	21	879
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	199	1938	270	242	991	469	237	2165	198	93	1482	184	8468
APPROACH %'s :	8.27%	80.52%	11.22%	14.22%	58.23%	27.56%	9.12%	83.27%	7.62%	5.29%	84.25%	10.46%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	97	843	102	90	325	203	105	908	57	40	704	75	3549
PEAK HR FACTOR :		0.914			0.863			0.949			0.894		0.960

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

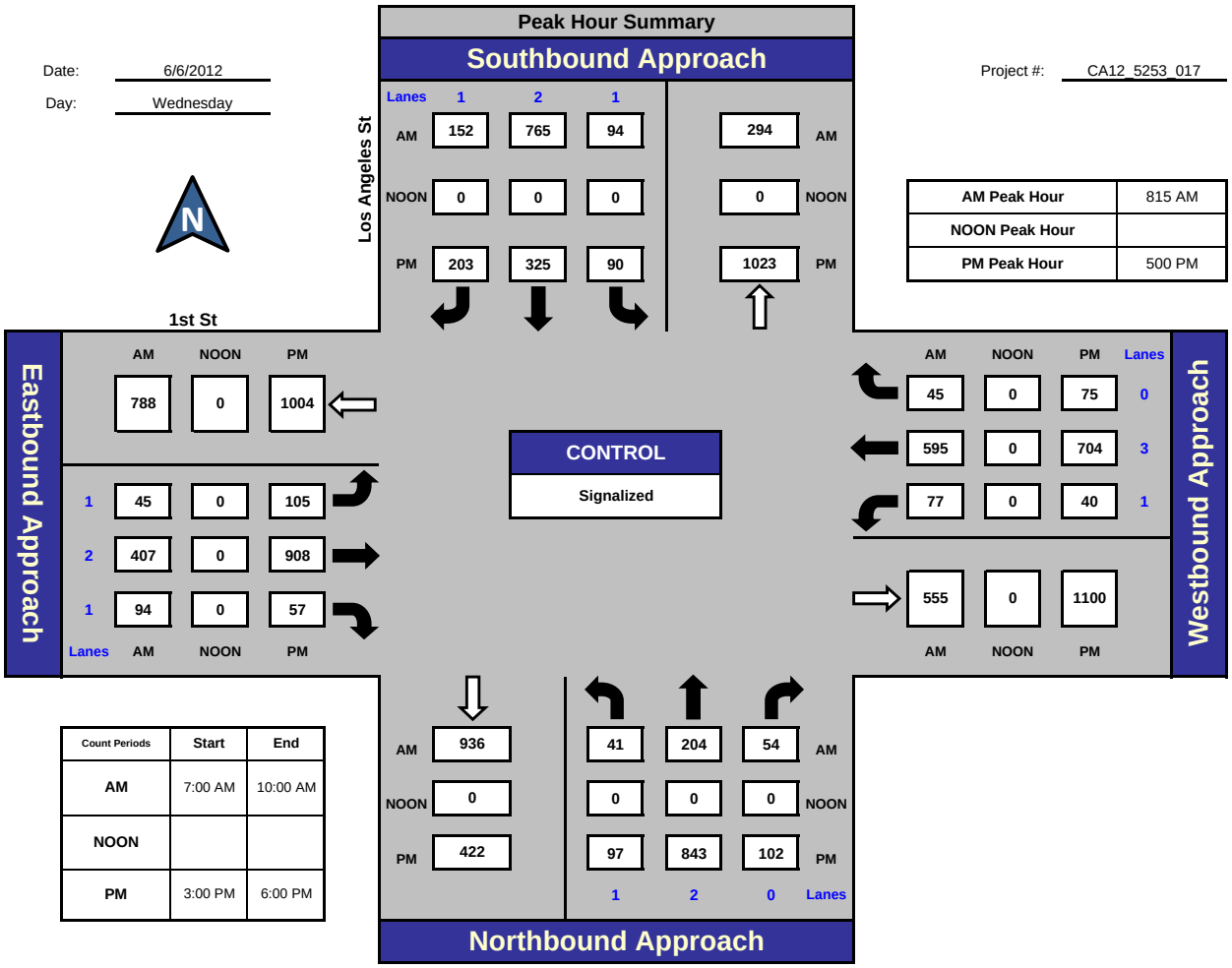
National Data & Surveying Services

Los Angeles St and 1st St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

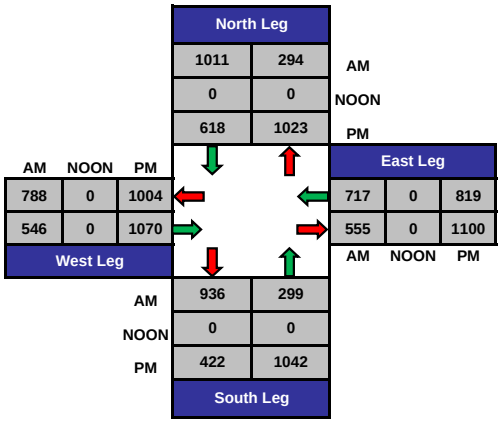
Project #: CA12_5253_017



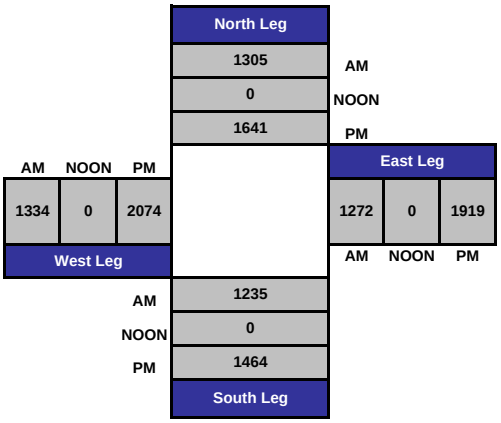
AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-017
N/S Street: Los Angeles St
E/W Street: 1st St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	14	25	24	16	5	1	21
7:15 AM	5	10	18	36	15	15	6	19
7:30 AM	4	10	28	32	17	15	18	22
7:45 AM	7	13	29	34	14	24	15	7
8:00 AM	12	22	26	39	31	15	14	23
8:15 AM	8	11	29	27	15	22	9	18
8:30 AM	3	29	19	35	35	11	17	12
8:45 AM	5	16	35	34	16	25	9	12
9:00 AM	10	11	62	53	26	27	14	12
9:15 AM	9	16	47	51	32	14	10	3
9:30 AM	10	13	35	38	19	17	10	11
9:45 AM	5	13	41	33	18	15	6	10
TOTALS	**81**	**178**	**394**	**436**	**254**	**205**	**129**	**170**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	1	0	0	2	0	0	1	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0
7:30 AM	0	2	0	0	0	0	0	1	0	0	0	0
7:45 AM	0	2	0	0	1	0	0	0	0	0	4	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	1	0
8:15 AM	0	2	0	1	2	0	0	1	0	1	3	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
8:45 AM	0	2	0	0	4	0	0	3	0	0	0	0
9:00 AM	0	0	0	0	1	0	0	0	0	1	0	0
9:15 AM	0	0	0	0	1	0	0	1	0	0	0	0
9:30 AM	0	2	0	0	1	0	0	1	0	0	2	0
9:45 AM	0	1	1	0	0	0	1	1	0	0	2	0
TOTALS	**0**	**11**	**1**	**1**	**13**	**0**	**1**	**10**	**0**	**2**	**15**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	11	6	27	30	10	14	21	15
3:15 PM	8	4	48	36	15	27	12	15
3:30 PM	14	16	57	38	14	15	10	15
3:45 PM	11	6	35	23	13	15	11	10
4:00 PM	13	8	40	22	19	16	21	13
4:15 PM	15	7	39	26	10	18	26	9
4:30 PM	8	11	42	30	24	23	10	10
4:45 PM	15	6	45	20	8	25	6	8
5:00 PM	23	6	41	25	19	20	14	10
5:15 PM	5	9	34	18	15	8	7	10
5:30 PM	6	7	38	19	9	10	7	2
5:45 PM	4	6	18	13	15	4	7	5
TOTALS	**133**	**92**	**464**	**300**	**171**	**195**	**152**	**122**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	1	0	0	2	1	0	1	1
3:15 PM	1	2	0	0	1	0	0	1	0	1	1	1
3:30 PM	0	1	0	0	0	0	0	5	1	0	5	1
3:45 PM	0	0	0	0	2	0	1	0	0	0	2	1
4:00 PM	0	2	0	0	0	0	0	1	0	0	1	0
4:15 PM	0	3	0	0	1	0	0	1	0	0	1	0
4:30 PM	1	0	0	0	2	0	0	3	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	6	0	2	3	0
5:00 PM	0	6	0	0	0	0	0	7	0	0	0	0
5:15 PM	0	2	0	0	3	0	0	5	0	0	1	0
5:30 PM	0	0	1	0	0	0	0	5	0	2	1	0
5:45 PM	0	1	1	0	0	0	0	5	0	0	1	0
TOTALS	**2**	**18**	**3**	**0**	**10**	**0**	**1**	**41**	**2**	**5**	**17**	**4**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_018 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Judge John Aiso St			Judge John Aiso St			San Pedro St/1st St			San Pedro St/1st St			
	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	0	1	2	0	
7:00 AM	11	18	15	3	34	7	12	55	10	11	120	11	307
7:15 AM	14	23	12	4	36	7	8	50	21	13	153	7	348
7:30 AM	9	18	5	6	44	10	7	70	16	20	160	6	371
7:45 AM	22	24	7	3	60	9	10	90	22	22	158	13	440
8:00 AM	29	37	11	4	49	6	7	102	30	12	156	4	447
8:15 AM	18	35	5	9	56	9	13	96	34	22	178	15	490
8:30 AM	27	32	19	5	42	4	16	91	27	31	168	7	469
8:45 AM	14	38	14	5	33	12	15	91	28	17	145	6	418
9:00 AM	15	27	15	4	65	4	17	82	26	18	122	7	402
9:15 AM	11	31	10	4	44	9	9	94	20	18	104	11	365
9:30 AM	12	30	16	6	47	6	14	82	21	22	77	4	337
9:45 AM	11	31	15	4	37	10	11	97	30	12	83	10	351
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	193	344	144	57	547	93	139	1000	285	218	1624	101	4745
APPROACH %'s :	28.34%	50.51%	21.15%	8.18%	78.48%	13.34%	9.76%	70.22%	20.01%	11.22%	83.58%	5.20%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	96	128	42	21	207	28	46	379	113	87	660	39	1846
PEAK HR FACTOR :		0.853			0.865			0.941			0.914		0.942

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_018 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Judge John Aiso St			Judge John Aiso St			San Pedro St/1st St			San Pedro St/1st St			
	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	0	1	2	0	
3:00 PM	15	51	20	5	37	13	13	127	23	16	66	7	393
3:15 PM	17	45	27	3	34	5	7	130	25	10	81	15	399
3:30 PM	18	55	24	2	26	9	14	118	28	16	83	9	402
3:45 PM	13	43	25	4	28	14	14	138	24	13	77	6	399
4:00 PM	16	51	26	7	30	7	15	180	15	13	88	4	452
4:15 PM	17	49	27	6	35	7	8	199	24	9	98	11	490
4:30 PM	20	73	26	7	29	10	12	199	24	9	85	9	503
4:45 PM	25	73	27	6	36	6	13	197	24	19	128	11	565
5:00 PM	38	89	40	5	27	9	9	206	23	14	133	10	603
5:15 PM	39	77	35	6	36	12	14	245	28	16	180	7	695
5:30 PM	53	94	26	6	21	6	23	243	23	17	135	9	656
5:45 PM	65	103	56	3	19	5	16	220	20	15	134	12	668
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	336	803	359	60	358	103	158	2202	281	167	1288	110	6225
APPROACH %'s :	22.43%	53.60%	23.97%	11.52%	68.71%	19.77%	5.98%	83.38%	10.64%	10.67%	82.30%	7.03%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	195	363	157	20	103	32	62	914	94	62	582	38	2622
PEAK HR FACTOR :		0.798			0.718			0.926			0.840		0.943

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

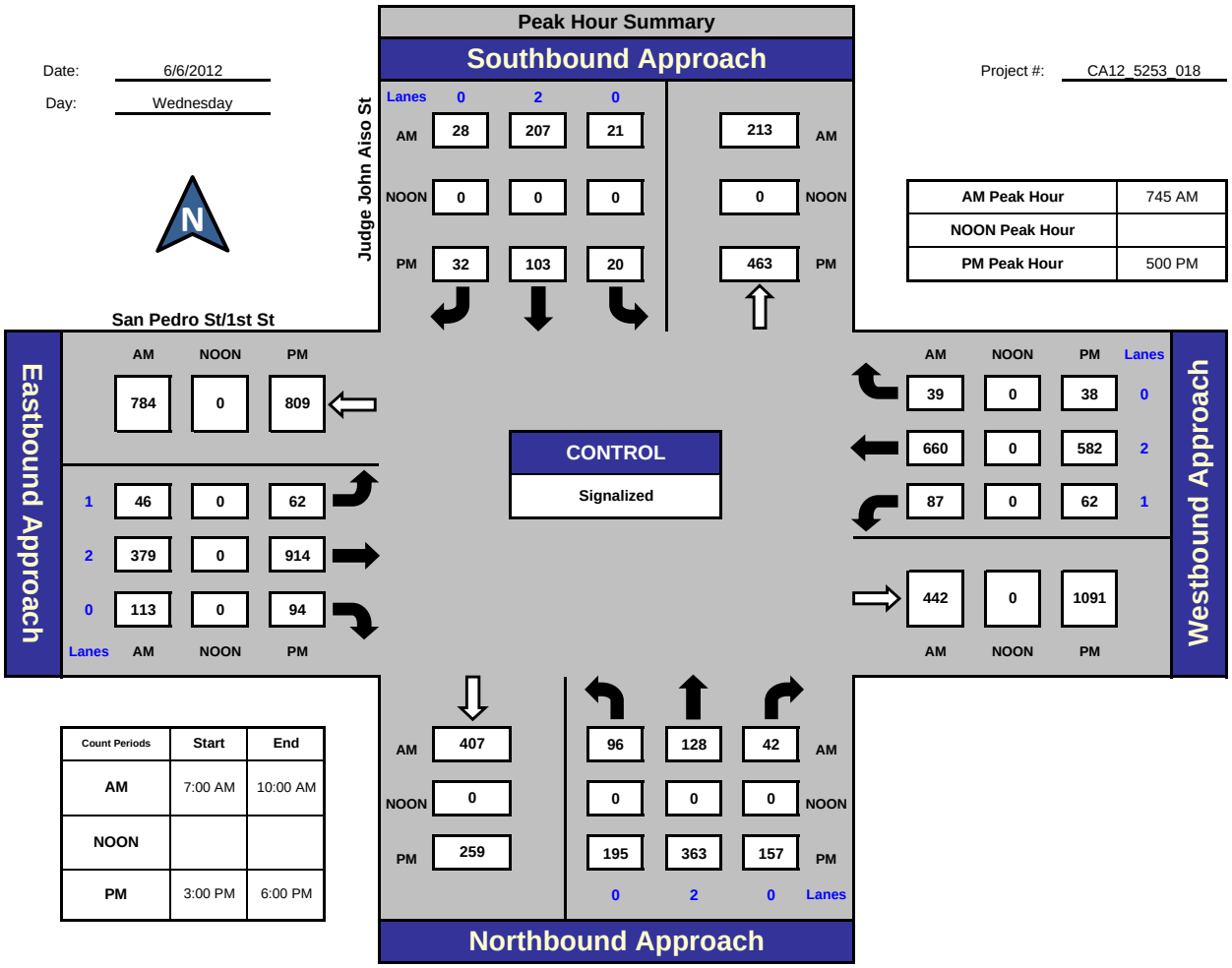
National Data & Surveying Services

Judge John Aiso St and San Pedro St/1st St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

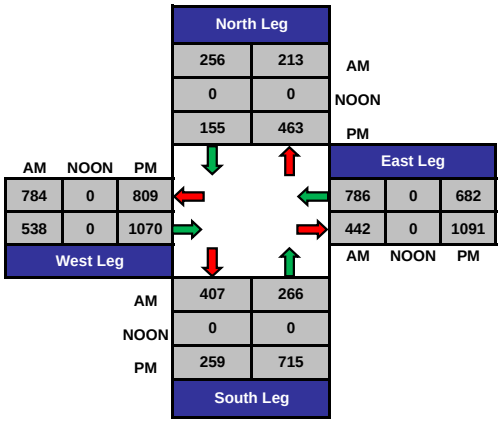
Project #: CA12_5253_018



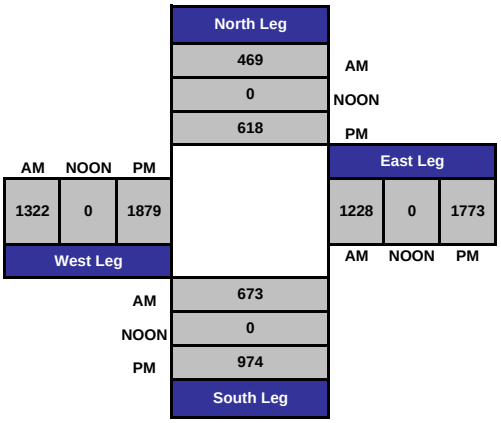
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-018
N/S Street: Judge John Aiso St
E/W Street: San Pedro St/1st St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	12	4	11	4	7	2	3
7:15 AM	5	8	3	12	4	10	3	1
7:30 AM	2	12	7	7	7	4	5	0
7:45 AM	3	10	11	8	7	14	1	2
8:00 AM	2	10	11	9	7	5	2	4
8:15 AM	3	8	4	12	5	7	5	2
8:30 AM	5	11	9	13	10	15	7	3
8:45 AM	1	11	8	12	6	11	2	4
9:00 AM	4	10	36	7	9	6	1	9
9:15 AM	4	11	11	10	6	10	6	2
9:30 AM	4	12	18	7	9	11	4	2
9:45 AM	8	8	11	14	11	5	4	3
TOTALS	**43**	**123**	**133**	**122**	**85**	**105**	**42**	**35**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	1	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	2	0
8:00 AM	0	1	0	0	0	0	0	0	0	1	2	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	2	0	1	0
9:00 AM	0	0	0	0	2	0	0	0	0	0	1	0
9:15 AM	0	2	0	1	0	0	0	2	0	1	1	0
9:30 AM	0	2	0	0	1	1	0	1	1	1	2	0
9:45 AM	0	2	0	0	0	0	0	1	0	0	1	0
TOTALS	**0**	**8**	**0**	**1**	**4**	**1**	**0**	**9**	**4**	**4**	**10**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	9	11	21	12	15	15	16	7
3:15 PM	17	14	22	30	17	20	7	9
3:30 PM	13	8	37	18	19	18	9	5
3:45 PM	11	12	28	17	11	10	3	2
4:00 PM	8	4	22	14	11	14	12	5
4:15 PM	14	10	36	27	14	10	8	5
4:30 PM	11	7	27	20	10	13	13	4
4:45 PM	12	18	22	13	22	9	7	10
5:00 PM	22	12	31	25	18	21	16	6
5:15 PM	6	11	41	21	11	8	9	2
5:30 PM	13	14	39	13	20	19	7	6
5:45 PM	16	14	22	20	13	17	5	4
TOTALS	**152**	**135**	**348**	**230**	**181**	**174**	**112**	**65**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	2	0	0	1	0
3:15 PM	0	0	0	1	1	0	2	0	0	1	2	0
3:30 PM	0	0	1	0	1	0	1	3	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	2	0	0	3	0
4:00 PM	0	4	2	1	0	0	0	2	0	1	4	0
4:15 PM	1	1	0	0	1	0	1	2	0	0	1	0
4:30 PM	0	1	1	0	0	0	0	1	0	0	1	0
4:45 PM	0	1	1	0	2	0	0	5	0	0	4	0
5:00 PM	0	1	0	0	1	0	2	4	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	4	0	1	2	0
5:30 PM	0	0	2	0	0	0	1	8	0	1	3	0
5:45 PM	0	1	0	0	2	0	0	7	1	1	3	0
TOTALS	**1**	**9**	**7**	**2**	**9**	**0**	**7**	**40**	**1**	**5**	**24**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_019 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Central Ave			Central Ave			1st St			1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	2	0	1	2	0	
7:00 AM	23		19					51	13	26	122		254
7:15 AM	29		23					45	20	33	135		285
7:30 AM	31		20					56	31	59	156		353
7:45 AM	24		28					72	31	47	158		360
8:00 AM	25		34					66	45	61	143		374
8:15 AM	32		28					64	42	51	171		388
8:30 AM	33		26					80	32	54	173		398
8:45 AM	28		30					69	38	54	145		364
9:00 AM	25		33					59	36	43	137		333
9:15 AM	21		33					75	30	42	104		305
9:30 AM	21		18					65	27	25	83		239
9:45 AM	19		20					67	39	36	96		277
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	311	0	312	0	0	0	0	769	384	531	1623	0	3930
APPROACH %'s :	49.92%	0.00%	50.08%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	66.70%	33.30%	24.65%	75.35%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	118	0	118	0	0	0	0	279	157	220	632	0	1524
PEAK HR FACTOR :		0.983			0.000			0.973			0.938		0.957

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_019 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Central Ave			Central Ave			1st St			1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	2	0	1	2	0	
3:00 PM	23		49					123	36	26	69		326
3:15 PM	33		43					120	39	31	80		346
3:30 PM	27		27					117	31	29	75		306
3:45 PM	25		39					131	36	27	70		328
4:00 PM	33		39					165	49	24	70		380
4:15 PM	37		37					194	32	23	73		396
4:30 PM	34		41					212	36	30	75		428
4:45 PM	49		44					197	45	20	123		478
5:00 PM	48		53					232	36	31	129		529
5:15 PM	61		57					240	38	32	136		564
5:30 PM	59		57					258	53	25	121		573
5:45 PM	58		71					233	46	24	101		533
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	487	0	557	0	0	0	0	2222	477	322	1122	0	5187
APPROACH %'s :	46.65%	0.00%	53.35%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	82.33%	17.67%	22.30%	77.70%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	226	0	238	0	0	0	0	963	173	112	487	0	2199
PEAK HR FACTOR :		0.899			0.000			0.913			0.891		0.959

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Central Ave and 1st St , City of Los Angeles

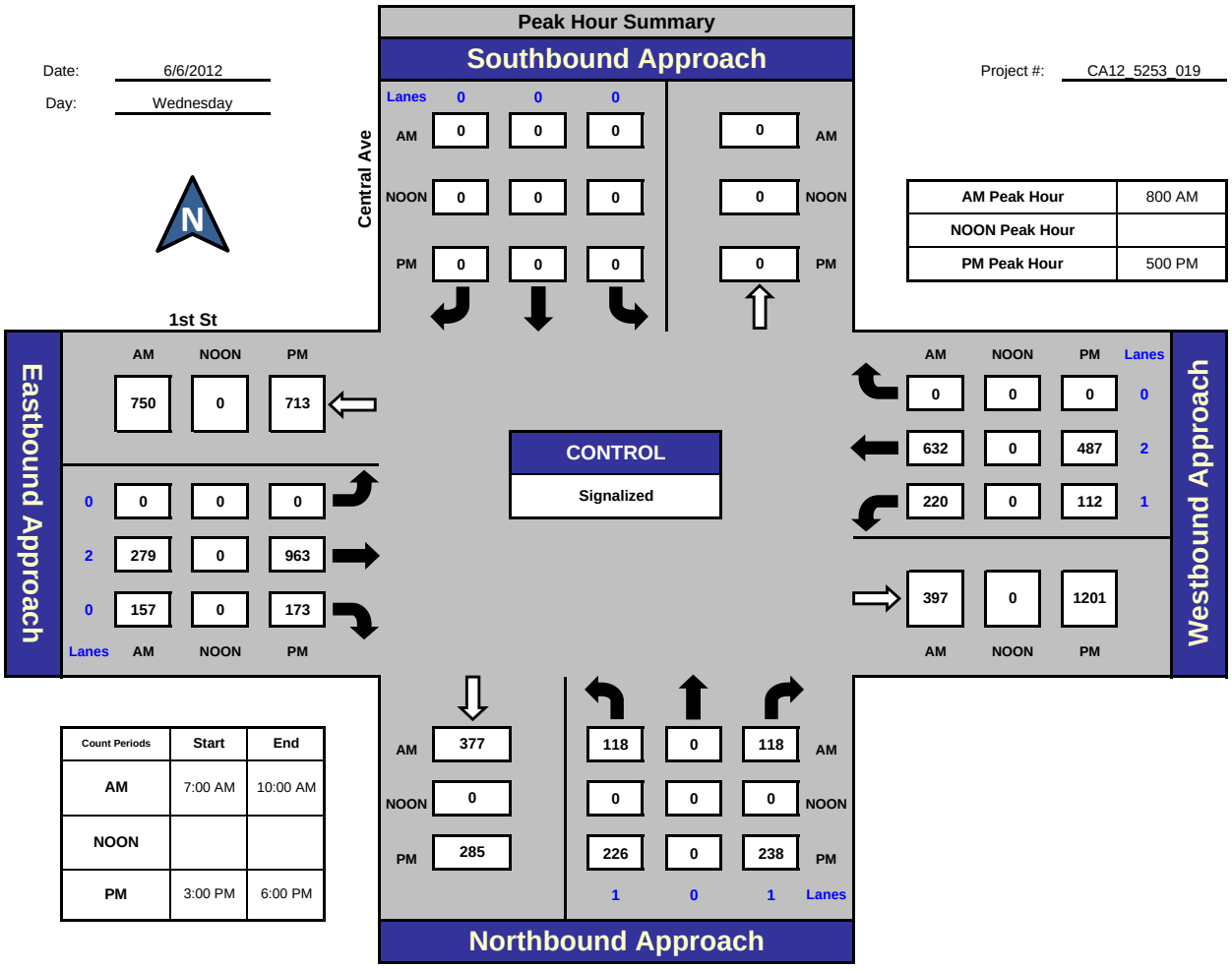
Date: 6/6/2012

Day: Wednesday

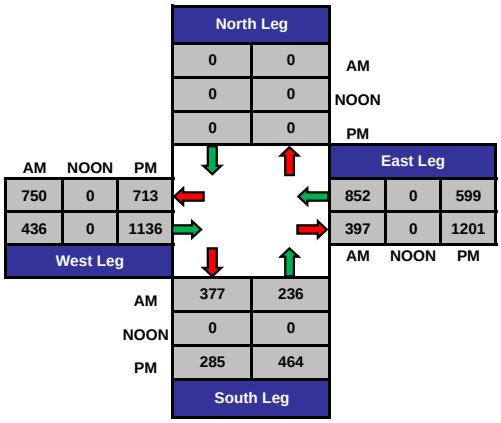
Project #: CA12_5253_019

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

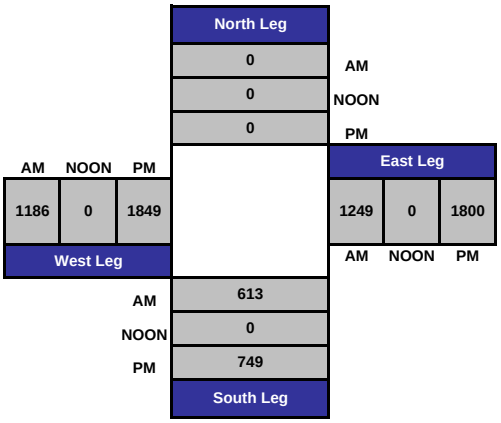
Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM



Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-019
N/S Street: Central Ave
E/W Street: 1st St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	1	11	1	0	1	7
7:15 AM	0	0	4	9	1	0	2	4
7:30 AM	0	0	8	7	2	2	5	6
7:45 AM	0	0	9	22	3	5	1	5
8:00 AM	0	0	3	20	1	1	9	4
8:15 AM	0	0	9	19	1	0	3	7
8:30 AM	0	0	4	15	1	2	1	4
8:45 AM	0	0	4	13	2	1	3	5
9:00 AM	0	0	2	8	3	4	7	1
9:15 AM	0	0	10	11	2	2	0	3
9:30 AM	0	0	3	10	2	4	1	6
9:45 AM	0	0	11	4	4	0	4	11
TOTALS	**0**	**0**	**68**	**149**	**23**	**21**	**37**	**63**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	2	2	1	0
7:30 AM	0	0	2	0	0	0	0	1	0	3	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	2	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	4	3	0
8:15 AM	0	0	0	0	0	0	0	0	1	3	4	0
8:30 AM	1	0	0	0	0	0	0	0	0	1	2	0
8:45 AM	1	0	0	0	1	0	0	1	0	1	3	0
9:00 AM	0	0	1	0	0	0	0	0	0	2	1	0
9:15 AM	0	0	1	0	0	0	0	1	0	0	0	0
9:30 AM	0	0	1	0	0	1	0	0	1	1	3	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	3	0
TOTALS	**2**	**0**	**5**	**0**	**1**	**1**	**1**	**4**	**4**	**19**	**22**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	16	6	8	2	10	9
3:15 PM	0	0	29	16	4	7	16	24
3:30 PM	0	0	24	27	4	4	7	19
3:45 PM	0	0	20	17	7	1	15	8
4:00 PM	0	0	25	12	3	8	16	13
4:15 PM	0	0	28	12	13	11	21	17
4:30 PM	0	0	23	17	6	4	9	20
4:45 PM	0	0	23	7	9	12	13	16
5:00 PM	0	0	21	12	10	8	25	21
5:15 PM	0	0	35	16	2	10	20	4
5:30 PM	0	0	20	27	1	2	11	5
5:45 PM	0	0	17	19	1	0	13	16
TOTALS	**0**	**0**	**281**	**188**	**68**	**69**	**176**	**172**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	1	0	0	0	0	1	0	1	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	3	0
3:30 PM	1	0	0	0	2	0	0	5	0	1	1	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	3	0
4:00 PM	0	0	1	0	0	0	0	1	0	2	2	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	4	1	0	1	0
4:45 PM	0	1	1	0	0	0	0	9	0	0	5	0
5:00 PM	0	0	2	0	0	0	0	4	0	0	1	0
5:15 PM	1	0	2	0	0	0	0	6	1	8	2	0
5:30 PM	0	0	2	0	0	0	0	8	0	0	1	0
5:45 PM	1	0	0	0	0	0	0	4	1	1	3	0
TOTALS	**3**	**1**	**11**	**0**	**2**	**0**	**0**	**42**	**3**	**14**	**23**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_020 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Alameda St			Alameda St			1st St			1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	2	0	0	2	1	
7:00 AM	22	147	9	5	185	48	26	29	14	2	83	3	573
7:15 AM	22	144	15	4	186	42	29	24	12	0	104	5	587
7:30 AM	29	155	8	3	242	60	23	30	22	1	127	11	711
7:45 AM	26	157	10	7	217	64	23	49	15	0	126	19	713
8:00 AM	21	147	15	7	239	54	34	40	24	0	125	8	714
8:15 AM	20	156	17	6	220	59	26	53	10	0	161	19	747
8:30 AM	18	118	10	5	212	57	37	39	28	1	154	14	693
8:45 AM	15	189	12	7	197	44	36	33	24	0	142	8	707
9:00 AM	18	143	8	7	242	47	34	50	15	0	115	13	692
9:15 AM	9	161	10	8	216	49	37	54	13	1	89	8	655
9:30 AM	12	135	9	10	203	36	31	38	19	3	65	5	566
9:45 AM	11	137	10	12	200	32	29	41	19	0	86	9	586
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	223	1789	133	81	2559	592	365	480	215	8	1377	122	7944
APPROACH %'s :	10.40%	83.40%	6.20%	2.51%	79.18%	18.32%	34.43%	45.28%	20.28%	0.53%	91.37%	8.10%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	96	615	50	23	918	237	106	172	71	1	539	57	2885
PEAK HR FACTOR :		0.986			0.966			0.890			0.829		0.966

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_020 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Alameda St			Alameda St			1st St			1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	2	0	0	2	1	
3:00 PM	17	219	20	7	170	38	53	89	21	1	31	6	672
3:15 PM	14	193	19	9	184	53	78	77	18	0	45	9	699
3:30 PM	14	205	28	5	187	37	42	77	21	0	49	2	667
3:45 PM	19	200	23	13	214	30	45	100	31	0	46	6	727
4:00 PM	12	177	26	17	210	40	44	127	28	1	41	3	726
4:15 PM	15	194	20	8	203	31	71	133	30	1	46	6	758
4:30 PM	19	218	28	15	237	38	71	152	22	0	48	6	854
4:45 PM	30	268	24	18	232	37	75	138	33	1	84	5	945
5:00 PM	20	242	24	14	192	38	72	168	34	1	100	6	911
5:15 PM	21	258	24	16	186	46	78	190	27	0	106	12	964
5:30 PM	26	221	29	16	178	32	73	203	34	1	90	15	918
5:45 PM	24	250	39	15	156	37	86	195	32	0	60	10	904
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	231	2645	304	153	2349	457	788	1649	331	6	746	86	9745
APPROACH %'s :	7.26%	83.18%	9.56%	5.17%	79.38%	15.44%	28.47%	59.57%	11.96%	0.72%	89.02%	10.26%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	97	989	101	64	788	153	298	699	128	3	380	38	3738
PEAK HR FACTOR :		0.922			0.875			0.907			0.892		0.969

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

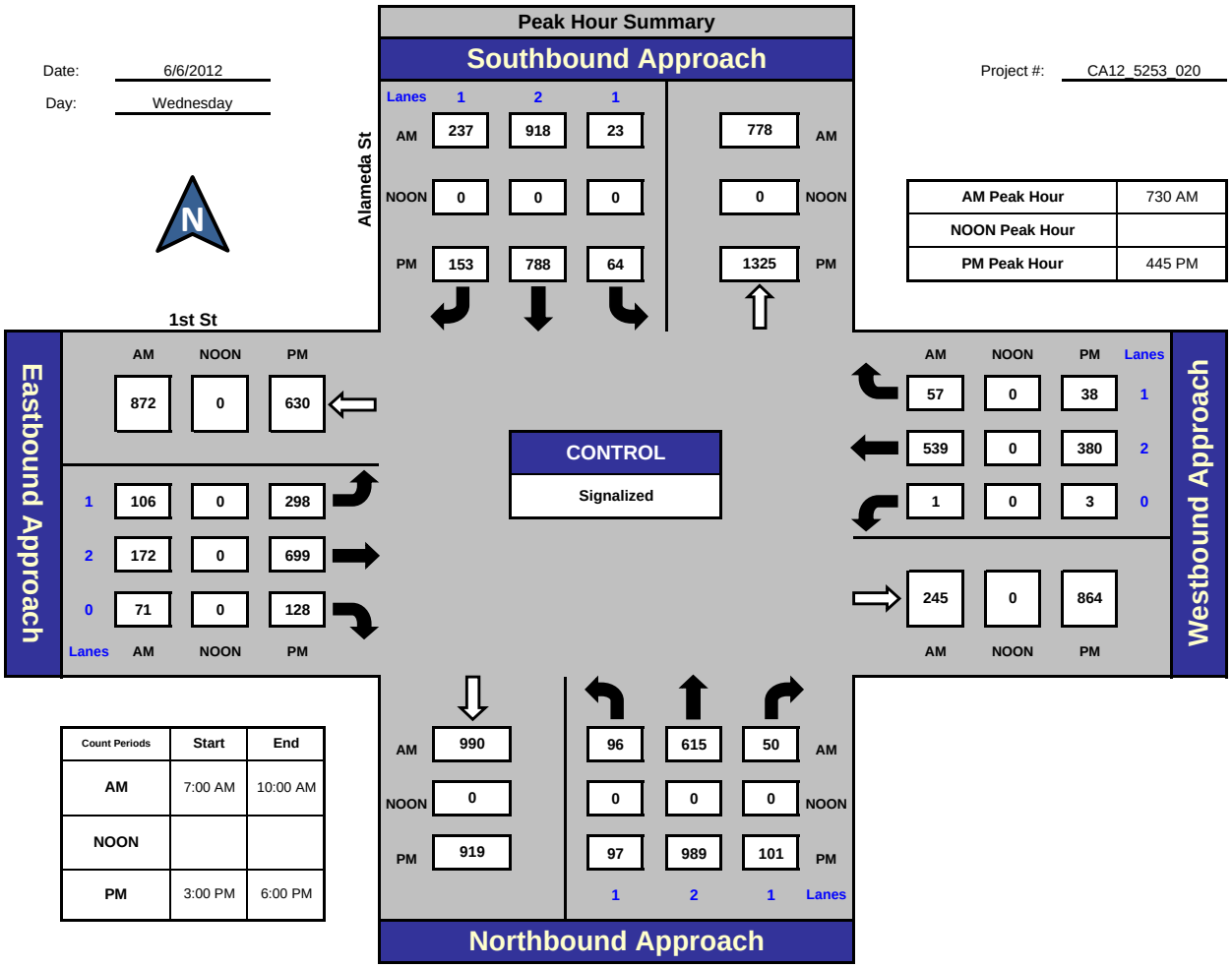
Alameda St and 1st St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

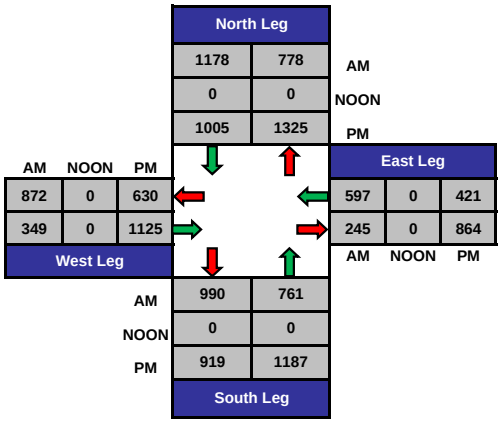
Project #: CA12_5253_020

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

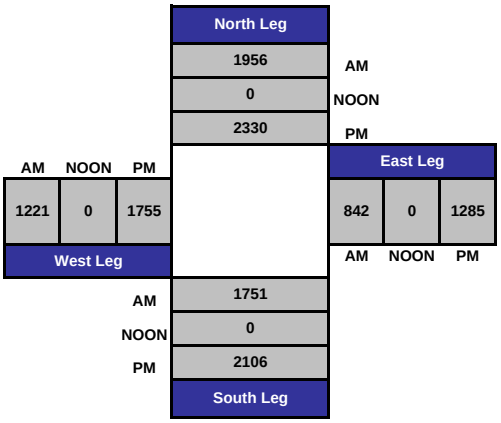


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-020
N/S Street: Alameda St
E/W Street: 1st St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	4	20	0	13	4	14	3	3
7:15 AM	2	8	2	14	4	24	2	2
7:30 AM	1	7	7	4	9	6	4	3
7:45 AM	6	26	7	13	5	20	4	12
8:00 AM	3	14	2	10	7	13	6	8
8:15 AM	7	17	6	20	10	21	7	7
8:30 AM	5	24	5	15	9	19	2	9
8:45 AM	5	12	4	6	6	25	2	5
9:00 AM	2	5	3	26	4	21	1	3
9:15 AM	6	8	7	9	8	14	1	6
9:30 AM	4	12	1	5	4	6	3	5
9:45 AM	1	7	0	8	4	9	2	6
TOTALS	**46**	**160**	**44**	**143**	**74**	**192**	**37**	**69**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	2	1	0	0	0	0	1	0
7:30 AM	0	1	0	1	1	0	1	1	0	1	1	0
7:45 AM	0	1	0	0	3	0	0	0	0	0	5	0
8:00 AM	0	0	0	0	1	0	0	0	1	0	2	0
8:15 AM	0	0	1	0	4	3	0	0	0	0	2	0
8:30 AM	0	2	1	0	2	0	0	0	0	0	3	0
8:45 AM	0	0	0	0	1	0	0	1	0	0	1	0
9:00 AM	0	1	0	0	2	0	0	0	0	0	1	0
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	1	0	0	1	0	0	0	0	0	4	0
9:45 AM	0	0	0	0	1	0	0	0	0	0	2	0
TOTALS	**0**	**7**	**2**	**1**	**18**	**4**	**1**	**2**	**1**	**1**	**22**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	12	14	14	6	13	4	5	3
3:15 PM	10	11	11	7	16	6	9	5
3:30 PM	21	2	18	9	17	5	10	13
3:45 PM	16	6	7	10	12	12	10	2
4:00 PM	28	6	6	8	15	8	13	1
4:15 PM	25	14	12	6	19	10	14	5
4:30 PM	11	12	8	4	16	3	8	5
4:45 PM	26	21	13	12	33	6	15	5
5:00 PM	41	4	6	5	16	3	15	9
5:15 PM	25	7	9	10	9	6	14	17
5:30 PM	26	6	8	17	22	8	13	5
5:45 PM	19	14	8	13	16	14	11	6
TOTALS	**260**	**117**	**120**	**107**	**204**	**85**	**137**	**76**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	1	0	0	0	2	0	0	2	0	4	1	0
3:15 PM	0	1	0	0	0	0	0	1	0	0	3	0
3:30 PM	1	4	0	0	1	0	0	6	0	0	1	0
3:45 PM	0	4	0	0	1	0	0	0	0	3	2	0
4:00 PM	1	2	0	0	0	1	1	3	0	0	3	0
4:15 PM	0	1	0	0	1	0	0	2	0	0	0	0
4:30 PM	0	3	0	0	2	0	0	5	0	0	0	0
4:45 PM	0	4	0	0	2	0	0	6	0	1	2	0
5:00 PM	0	6	2	0	0	0	1	6	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	7	0	0	5	0
5:30 PM	0	4	0	0	2	0	0	8	0	5	3	0
5:45 PM	0	2	0	0	1	0	2	2	0	0	2	0
TOTALS	**3**	**32**	**2**	**0**	**13**	**1**	**4**	**48**	**0**	**13**	**22**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_021 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Vignes St			Vignes St			1st St			1st St			
	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	2	1	0	2	0	
7:00 AM	0	1	5	2	3	1	9	43	1	6	100	16	187
7:15 AM	0	2	2	4	3	3	3	32	1	13	98	13	174
7:30 AM	2	6	5	0	5	5	8	32	1	6	142	16	228
7:45 AM	1	4	1	5	5	2	11	44	1	13	131	13	231
8:00 AM	0	2	3	2	3	13	11	41	4	12	139	12	242
8:15 AM	0	5	1	4	6	6	11	57	2	15	153	14	274
8:30 AM	3	3	6	5	5	8	13	42	3	20	141	14	263
8:45 AM	0	3	1	4	3	11	9	38	4	16	133	8	230
9:00 AM	3	4	5	6	9	11	9	40	5	7	113	15	227
9:15 AM	0	0	4	5	7	8	7	49	3	7	87	9	186
9:30 AM	0	3	3	0	6	1	6	48	3	11	82	13	176
9:45 AM	0	1	3	4	9	3	4	42	3	7	79	12	167
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	9	34	39	41	64	72	101	508	31	133	1398	155	2585
APPROACH %'s :	10.98%	41.46%	47.56%	23.16%	36.16%	40.68%	15.78%	79.38%	4.84%	7.89%	82.92%	9.19%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	4	14	11	16	19	29	46	184	10	60	564	53	1010
PEAK HR FACTOR :		0.604			0.889			0.857			0.930		0.922

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_021 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Vignes St			Vignes St			1st St			1st St			
	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	2	1	0	2	0	
3:00 PM	0	1	6	6	2	0	10	91	2	6	30	3	157
3:15 PM	0	3	5	6	8	8	9	82	5	4	44	5	179
3:30 PM	3	5	7	6	3	7	14	85	5	5	44	5	189
3:45 PM	1	7	9	11	5	9	12	114	8	6	37	6	225
4:00 PM	1	4	16	15	7	11	10	123	7	2	34	7	237
4:15 PM	0	6	9	12	3	8	12	146	3	6	44	5	254
4:30 PM	1	4	17	14	6	10	7	184	9	10	44	4	310
4:45 PM	2	4	16	15	3	7	8	160	7	3	81	5	311
5:00 PM	0	10	19	11	3	11	10	196	2	6	98	6	372
5:15 PM	1	6	16	23	4	9	12	214	7	5	110	4	411
5:30 PM	2	3	27	17	2	5	15	235	9	6	82	8	411
5:45 PM	4	9	16	3	4	6	15	203	7	5	62	4	338
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	15	62	163	139	50	91	134	1833	71	64	710	62	3394
APPROACH %'s :	6.25%	25.83%	67.92%	49.64%	17.86%	32.50%	6.58%	89.94%	3.48%	7.66%	84.93%	7.42%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	7	28	78	54	13	31	52	848	25	22	352	22	1532
PEAK HR FACTOR :		0.883			0.681			0.893			0.832		0.932

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

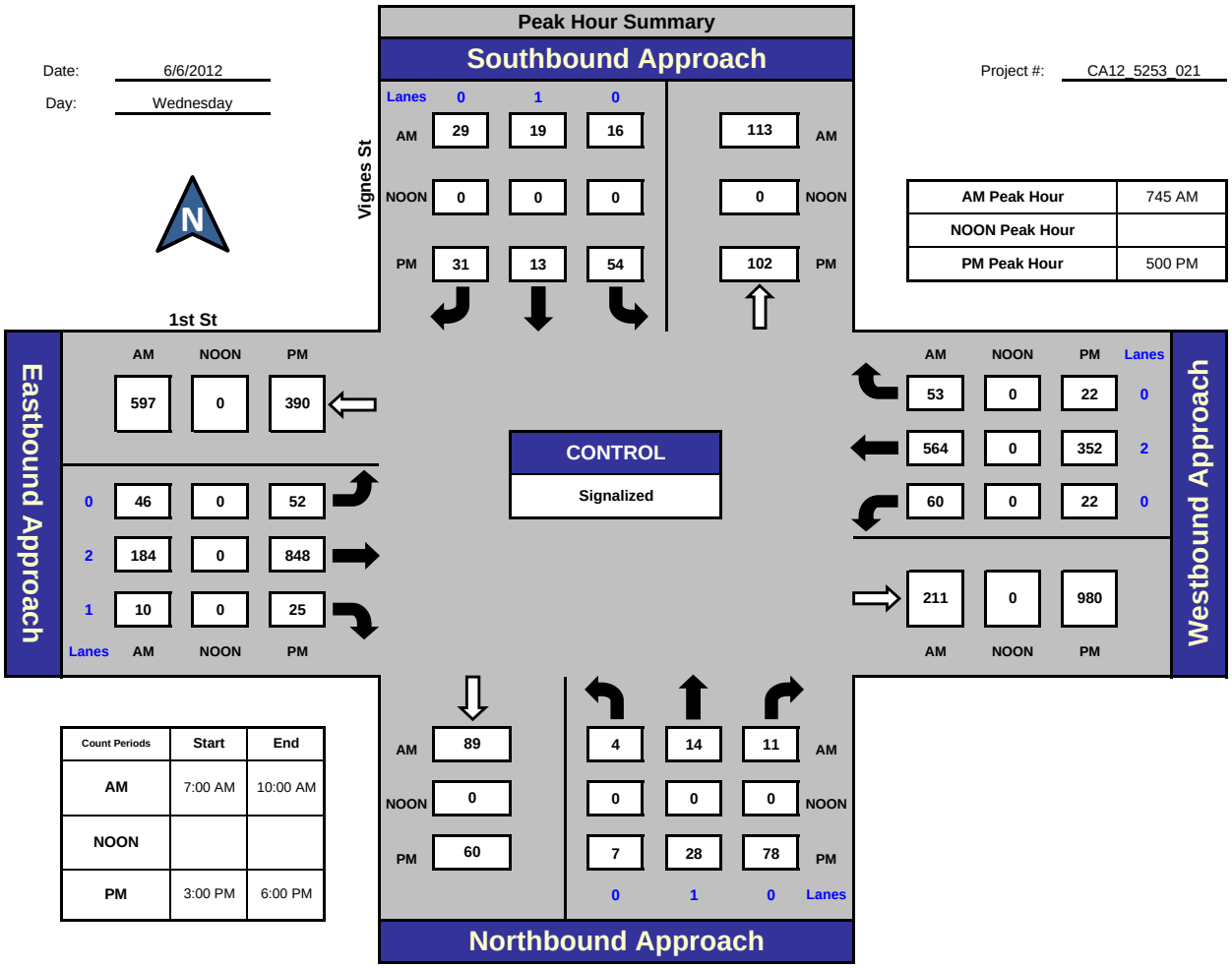
Vignes St and 1st St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

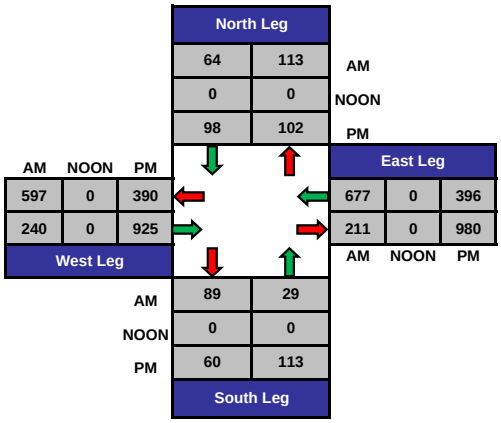
Project #: CA12_5253_021

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

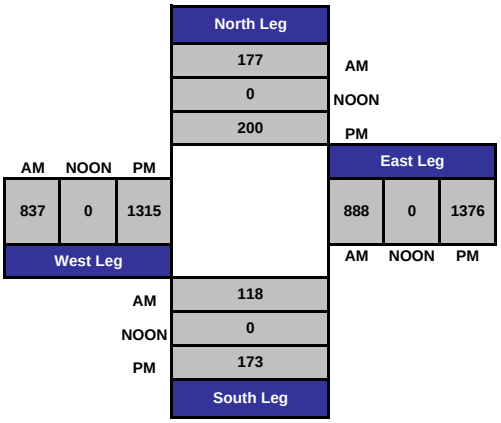


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-021
N/S Street: Vignes St
E/W Street: 1st St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	1	0	2	0	0	0	1
7:15 AM	1	0	1	0	0	0	1	0
7:30 AM	1	1	4	2	0	0	0	0
7:45 AM	0	1	0	1	0	0	1	1
8:00 AM	2	0	0	0	0	0	2	2
8:15 AM	1	0	3	1	0	0	1	0
8:30 AM	0	2	0	0	0	0	0	1
8:45 AM	1	1	0	0	0	0	2	1
9:00 AM	1	0	1	2	0	0	0	1
9:15 AM	0	1	3	0	0	0	2	0
9:30 AM	0	1	0	1	0	0	0	2
9:45 AM	1	1	0	0	0	0	1	2
TOTALS	**9**	**9**	**12**	**9**	**0**	**0**	**10**	**11**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	4	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0
7:45 AM	0	0	0	0	0	2	0	0	0	0	6	0
8:00 AM	0	0	0	0	0	1	0	0	0	1	4	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	5	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	2	0
8:45 AM	0	1	1	0	0	0	0	1	0	0	2	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0
9:15 AM	0	0	1	0	2	0	1	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	1	0	0	3	0
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0
TOTALS	**0**	**1**	**2**	**1**	**3**	**3**	**2**	**5**	**0**	**1**	**29**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	1	2
3:15 PM	0	0	0	0	0	0	1	1
3:30 PM	1	0	1	0	0	0	1	0
3:45 PM	0	2	1	2	0	0	1	2
4:00 PM	0	0	0	2	0	0	1	1
4:15 PM	1	1	2	1	0	0	2	1
4:30 PM	2	1	2	0	0	0	0	1
4:45 PM	1	1	0	0	0	0	0	1
5:00 PM	0	0	1	2	0	0	0	0
5:15 PM	0	0	0	3	0	0	1	0
5:30 PM	2	1	3	1	0	0	0	1
5:45 PM	0	1	1	2	0	0	0	1
TOTALS	**7**	**7**	**11**	**13**	**0**	**0**	**8**	**11**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	1	0	0	1	0	0	1	0
3:15 PM	0	0	1	0	0	0	0	1	0	0	2	0
3:30 PM	0	0	0	0	0	0	0	3	0	0	1	0
3:45 PM	0	0	1	0	0	0	0	0	1	0	5	0
4:00 PM	0	0	0	1	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	3	0	0	0	0	0	4	0	0	1	0
4:45 PM	0	0	2	0	0	0	0	6	0	0	2	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0
5:15 PM	0	0	1	0	0	0	0	5	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	9	0	0	3	0
5:45 PM	1	0	0	0	0	0	0	3	0	0	1	0
TOTALS	**1**	**3**	**5**	**1**	**2**	**0**	**0**	**33**	**1**	**0**	**20**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_022 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	US-101 NB On/Off Ramps			US-101 NB On/Off Ramps			1st St			1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0.5	0.5	0	0	0	1	1	0	0	1	1	
7:00 AM	32	0	6				9	37			67	26	177
7:15 AM	46	0	4				14	51			69	28	212
7:30 AM	42	1	2				8	62			151	38	304
7:45 AM	41	1	5				11	105			131	24	318
8:00 AM	44	0	3				14	69			106	23	259
8:15 AM	57	0	2				8	65			106	34	272
8:30 AM	39	0	6				3	50			74	17	189
8:45 AM	41	0	2				9	46			80	19	197
9:00 AM	30	0	4				8	42			50	15	149
9:15 AM	33	0	5				9	68			48	11	174
9:30 AM	26	0	4				9	51			53	24	167
9:45 AM	23	2	4				0	37			46	24	136
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	454	4	47	0	0	0	102	683	0	0	981	283	2554
APPROACH %'s :	89.90%	0.79%	9.31%	#DIV/0!	#DIV/0!	#DIV/0!	12.99%	87.01%	0.00%	0.00%	77.61%	22.39%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	184	2	12	0	0	0	41	301	0	0	494	119	1153
PEAK HR FACTOR :		0.839			0.000			0.737			0.811		0.906

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_022 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	US-101 NB On/Off Ramps			US-101 NB On/Off Ramps			1st St			1st St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0.5	0.5	0	0	0	1	1	0	0	1	1	
3:00 PM	7	0	6				13	92			63	16	197
3:15 PM	20	1	12				7	92			72	21	225
3:30 PM	6	0	5				11	94			50	19	185
3:45 PM	12	0	11				10	95			50	14	192
4:00 PM	6	0	15				11	110			33	11	186
4:15 PM	10	0	15				11	99			47	18	200
4:30 PM	14	0	12				18	135			47	18	244
4:45 PM	32	2	15				16	125			51	24	265
5:00 PM	45	2	15				16	142			63	9	292
5:15 PM	46	2	21				12	146			79	13	319
5:30 PM	44	0	13				14	158			68	19	316
5:45 PM	18	2	12				5	123			52	15	227
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	260	9	152	0	0	0	144	1411	0	0	675	197	2848
APPROACH %'s :	61.76%	2.14%	36.10%	#DIV/0!	#DIV/0!	#DIV/0!	9.26%	90.74%	0.00%	0.00%	77.41%	22.59%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	167	6	64	0	0	0	58	571	0	0	261	65	1192
PEAK HR FACTOR :		0.859			0.000			0.914			0.886		0.934

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

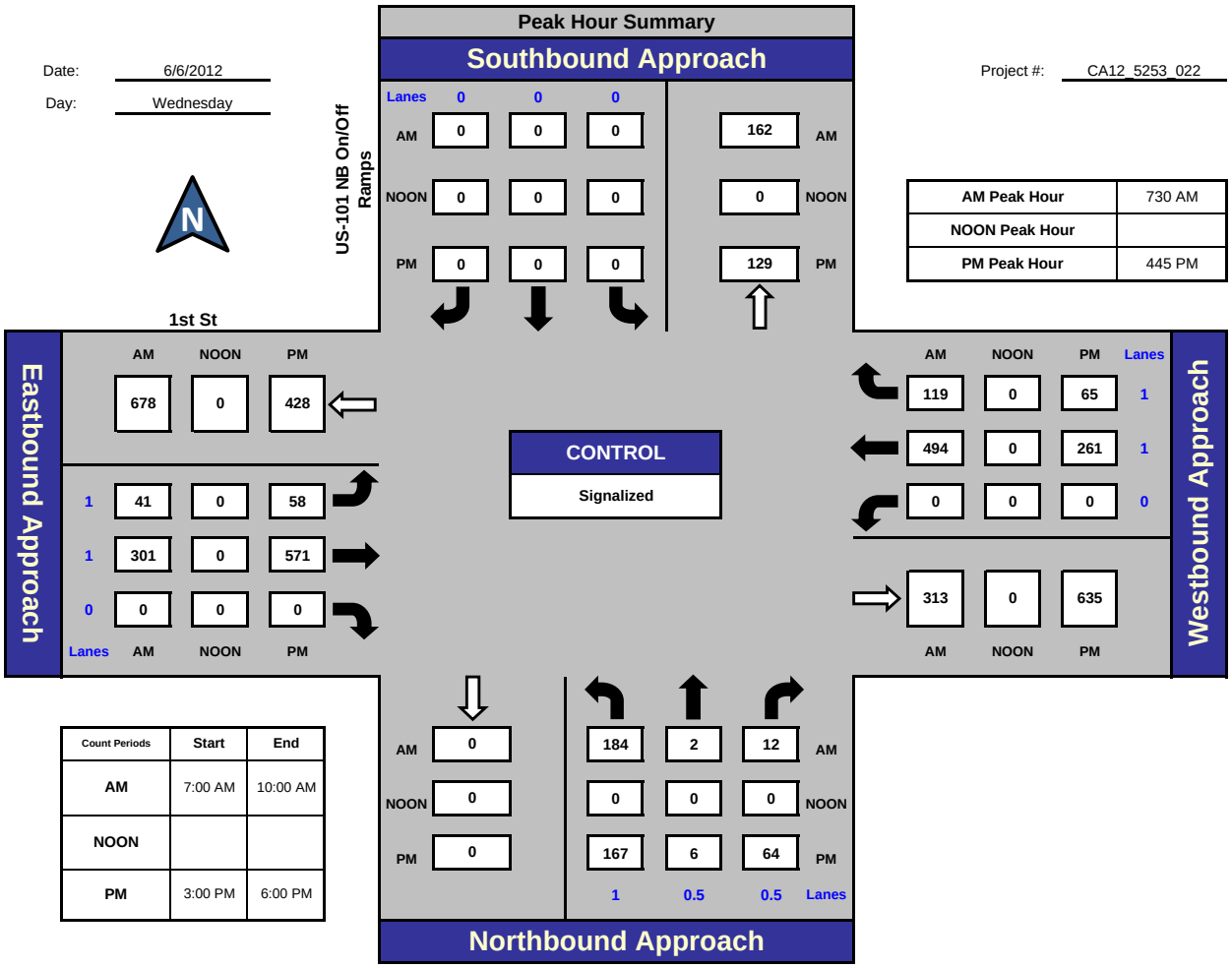
US-101 NB On/Off Ramps and 1st St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

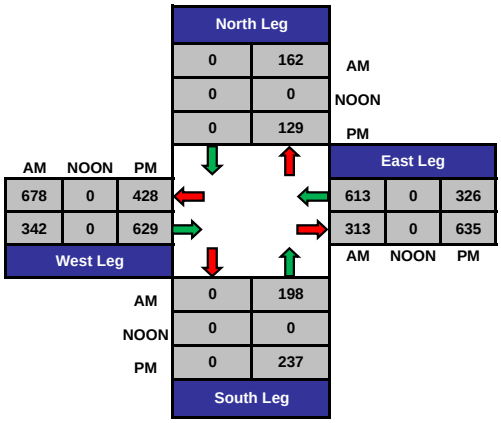
Project #: CA12_5253_022

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

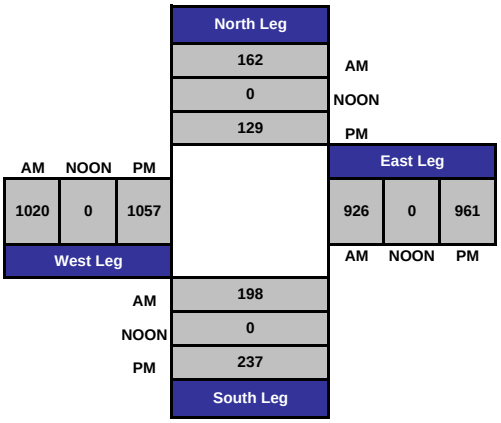


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-022
N/S Street: US-101 NB On/Off Ramps
E/W Street: 1st St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	6	3	4	0	0	0	0
7:15 AM	0	17	4	3	0	0	0	0
7:30 AM	0	50	11	9	0	0	0	0
7:45 AM	3	75	6	8	2	0	0	0
8:00 AM	6	14	4	4	0	0	0	0
8:15 AM	2	2	4	15	0	0	0	0
8:30 AM	1	7	1	4	0	0	0	0
8:45 AM	1	11	10	0	0	0	0	0
9:00 AM	0	5	4	0	0	0	0	0
9:15 AM	2	2	3	6	0	0	0	0
9:30 AM	5	4	4	2	0	2	0	0
9:45 AM	3	4	5	6	0	0	0	0
TOTALS	**24**	**197**	**59**	**61**	**2**	**2**	**0**	**0**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	7	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	4	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	5	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	3	0	0	3	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	0
9:15 AM	0	0	0	0	0	0	0	1	0	0	1	0
9:30 AM	0	0	0	0	0	0	0	1	0	0	2	0
9:45 AM	0	0	0	0	0	0	0	1	0	0	2	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**35**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	16	10	13	7	0	0	0	0
3:15 PM	101	4	15	13	0	0	0	0
3:30 PM	25	5	20	12	0	0	0	0
3:45 PM	20	5	10	8	0	0	0	0
4:00 PM	16	5	12	8	0	0	0	0
4:15 PM	8	3	5	3	0	0	0	0
4:30 PM	10	6	8	8	0	0	0	0
4:45 PM	2	0	7	11	0	0	0	0
5:00 PM	5	2	12	6	0	0	0	0
5:15 PM	6	7	13	1	0	0	0	0
5:30 PM	11	2	16	7	0	0	0	0
5:45 PM	12	2	6	21	0	0	0	0
TOTALS	**232**	**51**	**137**	**105**	**0**	**0**	**0**	**0**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	2	0	0	2	0
3:15 PM	0	0	0	0	0	0	0	1	0	0	2	0
3:30 PM	0	0	0	0	0	0	0	2	0	0	2	0
3:45 PM	0	0	0	0	0	0	0	3	0	0	3	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	3	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	7	0	0	3	0
5:00 PM	0	0	0	0	0	0	0	3	0	0	2	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	2	0
5:30 PM	0	0	0	0	0	0	0	4	0	0	4	0
5:45 PM	0	0	0	0	0	0	0	5	0	0	2	1
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**0**	**0**	**28**	**1**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_023 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Main St			Main St			2nd St			2nd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	0	0	0	1	1	0	0	1	0	
7:00 AM	15	78	8				6	60			44	10	221
7:15 AM	20	108	12				14	61			39	17	271
7:30 AM	18	122	14				11	112			59	5	341
7:45 AM	30	130	21				18	104			72	18	393
8:00 AM	22	125	7				13	88			64	6	325
8:15 AM	19	122	7				7	100			69	13	337
8:30 AM	25	144	26				13	98			68	8	382
8:45 AM	24	123	27				15	88			53	14	344
9:00 AM	20	154	10				16	85			46	11	342
9:15 AM	24	133	21				22	78			44	12	334
9:30 AM	18	125	20				11	83			48	14	319
9:45 AM	19	116	31				10	77			45	12	310
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	254	1480	204	0	0	0	156	1034	0	0	651	140	3919
APPROACH %'s :	13.11%	76.37%	10.53%	#DIV/0!	#DIV/0!	#DIV/0!	13.11%	86.89%	0.00%	0.00%	82.30%	17.70%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	96	521	61	0	0	0	51	390	0	0	273	45	1437
PEAK HR FACTOR :		0.869			0.000			0.904			0.883		0.914

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_023 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Main St			Main St			2nd St			2nd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	4	0	0	0	0	1	1	0	0	1	0	
3:00 PM	21	178	20				11	59			56	10	355
3:15 PM	24	165	21				9	64			68	7	358
3:30 PM	24	201	18				18	68			73	9	411
3:45 PM	15	233	28				13	75			76	13	453
4:00 PM	27	296	26				16	66			83	8	522
4:15 PM	27	242	29				17	90			70	6	481
4:30 PM	33	259	35				22	85			79	11	524
4:45 PM	33	364	28				17	96			95	8	641
5:00 PM	51	403	20				18	103			93	11	699
5:15 PM	53	391	34				20	95			100	10	703
5:30 PM	46	412	27				22	111			96	13	727
5:45 PM	53	354	20				15	96			107	6	651
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	407	3498	306	0	0	0	198	1008	0	0	996	112	6525
APPROACH %'s :	9.67%	83.07%	7.27%	#DIV/0!	#DIV/0!	#DIV/0!	16.42%	83.58%	0.00%	0.00%	89.89%	10.11%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	203	1560	101	0	0	0	75	405	0	0	396	40	2780
PEAK HR FACTOR :		0.961			0.000			0.902			0.965		0.956

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Main St and 2nd St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

Project #: CA12_5253_023

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Peak Hour Summary

Southbound Approach (Main St)

	Lanes				
	0	0	0		
AM	0	0	0	617	AM
NOON	0	0	0	0	NOON
PM	0	0	0	1675	PM

Eastbound Approach (2nd St)

Lanes	AM	NOON	PM
	369	0	599
1	51	0	75
1	390	0	405
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	45	0	40	0
	273	0	396	1
	0	0	0	0
	451	0	506	
	AM	NOON	PM	

CONTROL: Signalized

Northbound Approach

AM	0	96	521	61	AM
NOON	0	0	0	0	NOON
PM	0	203	1560	101	PM
		0	4	0	Lanes

Total Ins & Outs

	North Leg		
AM	0	617	AM
NOON	0	0	NOON
PM	0	1675	PM

West Leg			East Leg		
AM	NOON	PM			
369	0	599	318	0	436
441	0	480	451	0	506
			AM	NOON	PM

	South Leg	
AM	0	678
NOON	0	0
PM	0	1864

Total Volume Per Leg

	North Leg	
AM	617	AM
NOON	0	NOON
PM	1675	PM

West Leg			East Leg		
AM	NOON	PM			
810	0	1079	769	0	942
			AM	NOON	PM

	South Leg
AM	678
NOON	0
PM	1864

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-023
N/S Street: Main St
E/W Street: 2nd St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	7	7	15	18	3	24	10
7:15 AM	15	9	3	9	11	7	29	6
7:30 AM	8	22	17	6	10	5	26	17
7:45 AM	15	13	9	14	15	13	23	9
8:00 AM	9	15	8	18	13	7	21	19
8:15 AM	11	17	9	20	22	9	24	12
8:30 AM	10	13	10	10	7	6	25	18
8:45 AM	11	25	16	11	22	11	30	18
9:00 AM	17	36	6	21	20	21	30	13
9:15 AM	21	27	13	14	20	3	33	15
9:30 AM	13	22	21	11	15	5	21	21
9:45 AM	19	19	19	15	16	8	23	41
TOTALS	**152**	**225**	**138**	**164**	**189**	**98**	**309**	**199**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	4	0	0	1	0	0	2	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	1	0	0	1	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	3	1	0	1	1	0	0	0	0	1	0
8:00 AM	0	1	1	0	4	0	0	1	0	0	1	0
8:15 AM	0	2	0	0	0	0	1	1	0	0	1	0
8:30 AM	0	2	0	0	0	0	0	3	0	1	2	0
8:45 AM	1	3	0	0	2	0	1	0	0	1	0	0
9:00 AM	0	1	1	0	1	0	2	2	0	0	2	0
9:15 AM	0	4	1	0	0	1	0	2	0	0	1	0
9:30 AM	0	1	0	0	0	0	2	1	0	0	1	0
9:45 AM	0	2	1	0	4	0	0	2	0	0	0	0
TOTALS	**1**	**25**	**5**	**0**	**14**	**2**	**6**	**15**	**0**	**2**	**12**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	25	18	22	11	12	24	17	27
3:15 PM	12	8	21	17	8	14	19	23
3:30 PM	13	14	32	17	17	12	14	37
3:45 PM	28	10	24	12	10	25	7	35
4:00 PM	15	16	21	19	4	22	8	28
4:15 PM	23	10	35	15	7	27	7	27
4:30 PM	31	21	27	44	6	32	18	49
4:45 PM	17	3	11	22	2	15	10	20
5:00 PM	11	16	18	13	3	15	7	32
5:15 PM	15	10	7	11	13	3	14	27
5:30 PM	8	4	8	11	5	13	5	19
5:45 PM	14	7	19	9	6	8	8	18
TOTALS	**212**	**137**	**245**	**201**	**93**	**210**	**134**	**342**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	5	1	0	1	0	0	2	0	2	2	0
3:15 PM	0	1	0	0	1	0	1	0	0	0	4	1
3:30 PM	1	4	0	0	0	0	1	2	0	0	0	0
3:45 PM	0	1	0	0	1	0	1	2	0	0	1	1
4:00 PM	0	6	0	1	1	0	0	3	0	0	5	0
4:15 PM	0	4	0	0	1	0	0	4	0	0	4	0
4:30 PM	0	3	1	0	0	0	0	1	0	0	1	0
4:45 PM	0	8	1	0	0	1	0	2	0	0	3	0
5:00 PM	1	3	0	0	0	0	0	2	0	0	1	0
5:15 PM	0	8	3	0	0	0	0	2	0	0	0	1
5:30 PM	0	5	0	0	1	0	1	1	0	0	3	0
5:45 PM	0	8	0	0	0	0	1	0	0	0	1	0
TOTALS	**2**	**56**	**6**	**1**	**6**	**1**	**5**	**21**	**0**	**2**	**25**	**3**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_024 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Los Angeles St			Los Angeles St			2nd St			2nd St			
	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	1	0	1	1	0	
7:00 AM	2	64	5	15	95	7	12	48	11	3	49	11	322
7:15 AM	3	52	7	17	105	17	15	47	13	2	34	14	326
7:30 AM	4	47	3	20	132	16	15	90	13	7	46	14	407
7:45 AM	5	68	5	17	165	22	17	91	18	4	62	13	487
8:00 AM	6	75	6	15	135	11	14	71	10	5	53	13	414
8:15 AM	8	72	5	21	151	10	14	67	15	3	62	12	440
8:30 AM	6	56	13	24	152	12	12	99	24	6	58	9	471
8:45 AM	6	58	7	31	169	12	15	73	22	7	52	12	464
9:00 AM	8	74	4	29	214	12	14	59	26	10	36	12	498
9:15 AM	8	53	8	12	159	12	11	65	19	6	35	9	397
9:30 AM	3	50	11	21	171	23	12	61	19	1	33	9	414
9:45 AM	4	62	13	18	147	17	19	60	33	5	35	20	433
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	63	731	87	240	1795	171	170	831	223	59	555	148	5073
APPROACH %'s :	7.15%	82.97%	9.88%	10.88%	81.37%	7.75%	13.89%	67.89%	18.22%	7.74%	72.83%	19.42%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	28	260	29	105	686	46	55	298	87	26	208	45	1873
PEAK HR FACTOR :		0.922			0.821			0.815			0.906		0.940

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_024 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Los Angeles St			Los Angeles St			2nd St			2nd St			
	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	1	0	1	1	0	
3:00 PM	6	102	23	19	100	17	9	52	13	8	46	19	414
3:15 PM	5	117	17	15	88	15	13	58	15	9	56	16	424
3:30 PM	9	103	20	15	106	14	4	62	22	7	58	21	441
3:45 PM	10	109	14	16	96	19	15	76	12	7	63	15	452
4:00 PM	8	101	14	24	88	18	13	58	22	9	64	18	437
4:15 PM	6	121	25	11	86	10	10	86	16	6	60	15	452
4:30 PM	13	146	20	12	102	15	13	99	12	6	61	18	517
4:45 PM	15	130	16	13	80	11	21	85	21	5	76	18	491
5:00 PM	9	184	25	10	90	22	16	86	17	17	79	20	575
5:15 PM	18	210	24	13	91	26	13	99	16	9	70	20	609
5:30 PM	33	228	14	11	81	13	16	105	20	13	62	16	612
5:45 PM	32	248	25	14	75	16	9	83	19	8	67	26	622
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	164	1799	237	173	1083	196	152	949	205	104	762	222	6046
APPROACH %'s :	7.45%	81.77%	10.77%	11.91%	74.59%	13.50%	11.64%	72.66%	15.70%	9.56%	70.04%	20.40%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	92	870	88	48	337	77	54	373	72	47	278	82	2418
PEAK HR FACTOR :		0.861			0.888			0.885			0.877		0.972

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

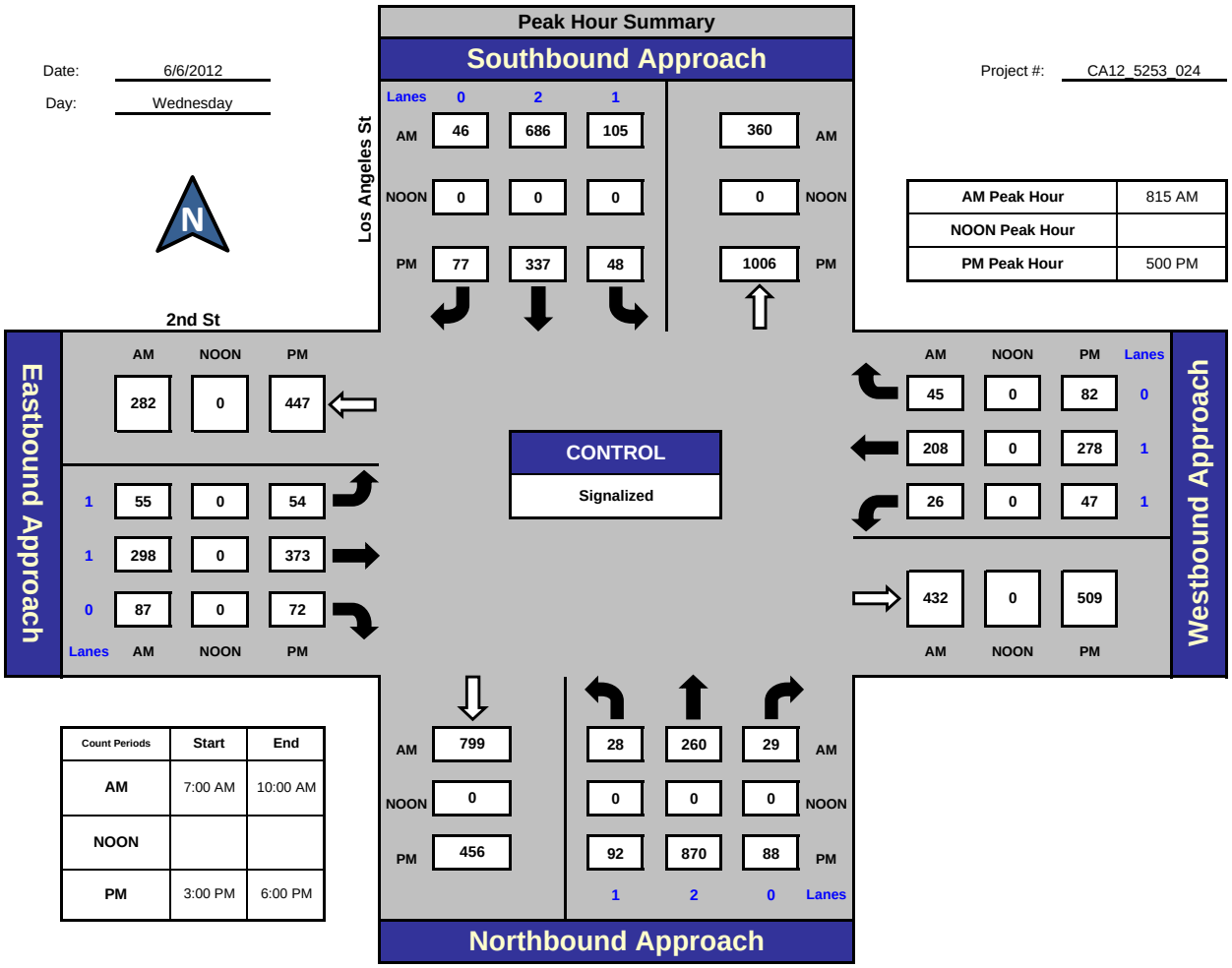
National Data & Surveying Services

Los Angeles St and 2nd St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

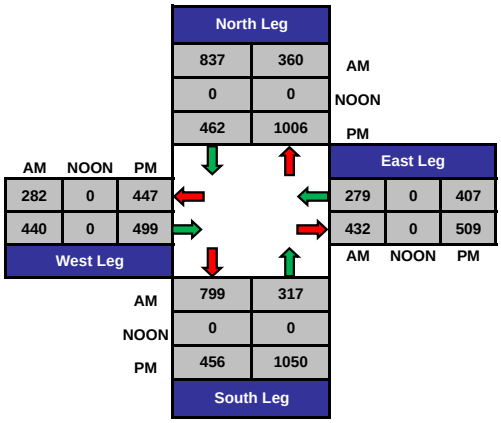
Project #: CA12_5253_024



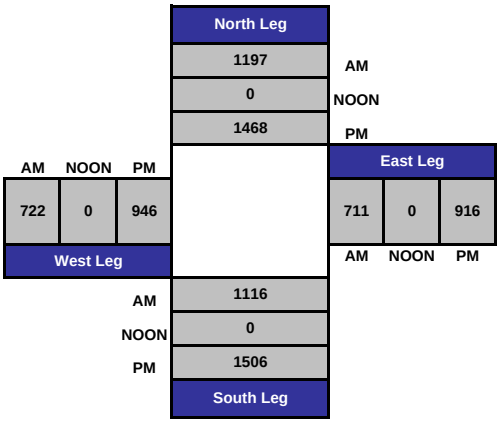
AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-024
N/S Street: Los Angeles St
E/W Street: 2nd St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	10	7	5	3	13	3	6	2
7:15 AM	7	8	1	5	15	4	8	5
7:30 AM	2	7	2	11	19	5	14	0
7:45 AM	4	7	3	9	15	8	8	2
8:00 AM	6	13	4	7	24	2	7	3
8:15 AM	5	11	3	11	8	10	4	3
8:30 AM	6	7	10	12	9	7	9	11
8:45 AM	14	19	8	7	12	10	2	9
9:00 AM	17	17	3	14	22	13	13	5
9:15 AM	10	20	6	3	18	6	9	6
9:30 AM	9	16	9	17	21	24	7	3
9:45 AM	10	24	5	9	15	7	2	4
TOTALS	**100**	**156**	**59**	**108**	**191**	**99**	**89**	**53**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	1	0	0	1	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	2	0	1	3	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	0
7:45 AM	0	1	0	0	2	0	0	2	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0
8:15 AM	1	1	0	0	3	0	0	0	0	1	1	0
8:30 AM	0	0	0	1	1	0	0	1	0	0	3	0
8:45 AM	0	1	0	0	6	0	0	1	0	1	0	0
9:00 AM	0	0	0	0	3	0	0	1	0	0	2	0
9:15 AM	0	0	0	0	1	0	0	3	0	0	2	0
9:30 AM	0	1	0	0	2	0	0	1	0	0	0	0
9:45 AM	0	1	0	0	1	0	0	3	0	0	0	0
TOTALS	**1**	**7**	**0**	**2**	**21**	**0**	**0**	**16**	**0**	**3**	**15**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	24	12	14	10	7	16	8	14
3:15 PM	10	11	15	12	5	23	8	5
3:30 PM	13	18	13	10	9	8	5	7
3:45 PM	11	9	20	11	4	17	6	10
4:00 PM	11	14	25	13	8	18	9	11
4:15 PM	12	16	14	6	13	7	11	8
4:30 PM	9	16	10	10	9	21	5	13
4:45 PM	17	11	11	14	6	13	6	8
5:00 PM	16	13	22	9	8	18	12	12
5:15 PM	27	5	15	10	7	21	5	7
5:30 PM	10	6	9	8	12	9	3	2
5:45 PM	11	4	9	7	4	8	5	3
TOTALS	**171**	**135**	**177**	**120**	**92**	**179**	**83**	**100**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	1	1	0	0	1	1	0	2	0	0	4	0
3:15 PM	0	1	0	0	0	0	0	0	1	0	3	0
3:30 PM	0	1	1	0	0	0	0	2	0	0	2	0
3:45 PM	0	0	0	0	3	0	0	1	0	0	3	0
4:00 PM	0	3	0	0	2	0	1	3	0	0	2	0
4:15 PM	0	1	0	0	0	1	2	1	0	2	1	0
4:30 PM	0	1	0	0	1	0	0	3	0	0	1	0
4:45 PM	0	2	0	0	1	1	0	2	0	0	1	0
5:00 PM	0	2	0	0	1	0	0	5	0	0	2	0
5:15 PM	0	2	0	0	3	0	0	2	0	0	2	0
5:30 PM	0	1	0	0	1	0	0	2	0	0	1	0
5:45 PM	0	2	0	1	2	0	0	1	0	0	1	0
TOTALS	**1**	**17**	**1**	**1**	**15**	**3**	**3**	**24**	**1**	**2**	**23**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_025 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	San Pedro St			San Pedro St			2nd St			2nd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	1	0	1	1	0	
7:00 AM	14	39	7	2	44	6	6	49	14	3	42	3	229
7:15 AM	13	45	10	8	50	2	4	37	14	6	33	8	230
7:30 AM	10	37	11	1	68	4	1	54	40	5	51	6	288
7:45 AM	17	44	5	3	96	6	4	67	35	11	54	12	354
8:00 AM	16	69	13	6	71	8	1	47	36	12	48	10	337
8:15 AM	17	55	5	4	84	10	5	45	37	11	53	4	330
8:30 AM	20	69	8	6	83	6	5	72	52	11	51	10	393
8:45 AM	17	61	15	5	55	9	2	53	43	8	47	7	322
9:00 AM	12	51	21	7	72	7	3	44	32	11	40	7	307
9:15 AM	9	50	9	4	62	7	1	54	28	8	34	7	273
9:30 AM	14	53	14	12	80	5	2	46	34	9	33	7	309
9:45 AM	10	46	11	6	50	13	5	56	21	9	41	6	274
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	169	619	129	64	815	83	39	624	386	104	527	87	3646
APPROACH %'s :	18.43%	67.50%	14.07%	6.65%	84.72%	8.63%	3.72%	59.49%	36.80%	14.48%	73.40%	12.12%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	70	237	31	19	334	30	15	231	160	45	206	36	1414
PEAK HR FACTOR :		0.862			0.912			0.787			0.932		0.899

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_025 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	San Pedro St			San Pedro St			2nd St			2nd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	1	0	1	1	0	
3:00 PM	12	66	12	12	52	9	10	65	26	8	56	10	338
3:15 PM	5	70	14	6	55	10	6	63	27	14	60	13	343
3:30 PM	18	83	11	10	58	10	3	72	19	13	48	7	352
3:45 PM	6	67	21	9	43	10	9	77	21	12	61	14	350
4:00 PM	13	71	19	8	41	11	4	59	31	9	59	12	337
4:15 PM	10	66	7	11	43	19	8	89	27	16	50	10	356
4:30 PM	13	95	12	4	58	2	8	85	34	8	56	19	394
4:45 PM	22	89	13	14	55	14	8	83	26	7	69	13	413
5:00 PM	22	133	19	11	46	16	9	83	28	12	77	22	478
5:15 PM	24	113	15	12	55	15	12	101	26	8	61	23	465
5:30 PM	21	148	18	7	52	10	6	95	29	10	54	27	477
5:45 PM	41	184	30	5	37	10	5	85	29	11	67	28	532
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	207	1185	191	109	595	136	88	957	323	128	718	198	4835
APPROACH %'s :	13.08%	74.86%	12.07%	12.98%	70.83%	16.19%	6.43%	69.96%	23.61%	12.26%	68.77%	18.97%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	108	578	82	35	190	51	32	364	112	41	259	100	1952
PEAK HR FACTOR :		0.753			0.841			0.914			0.901		0.917

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

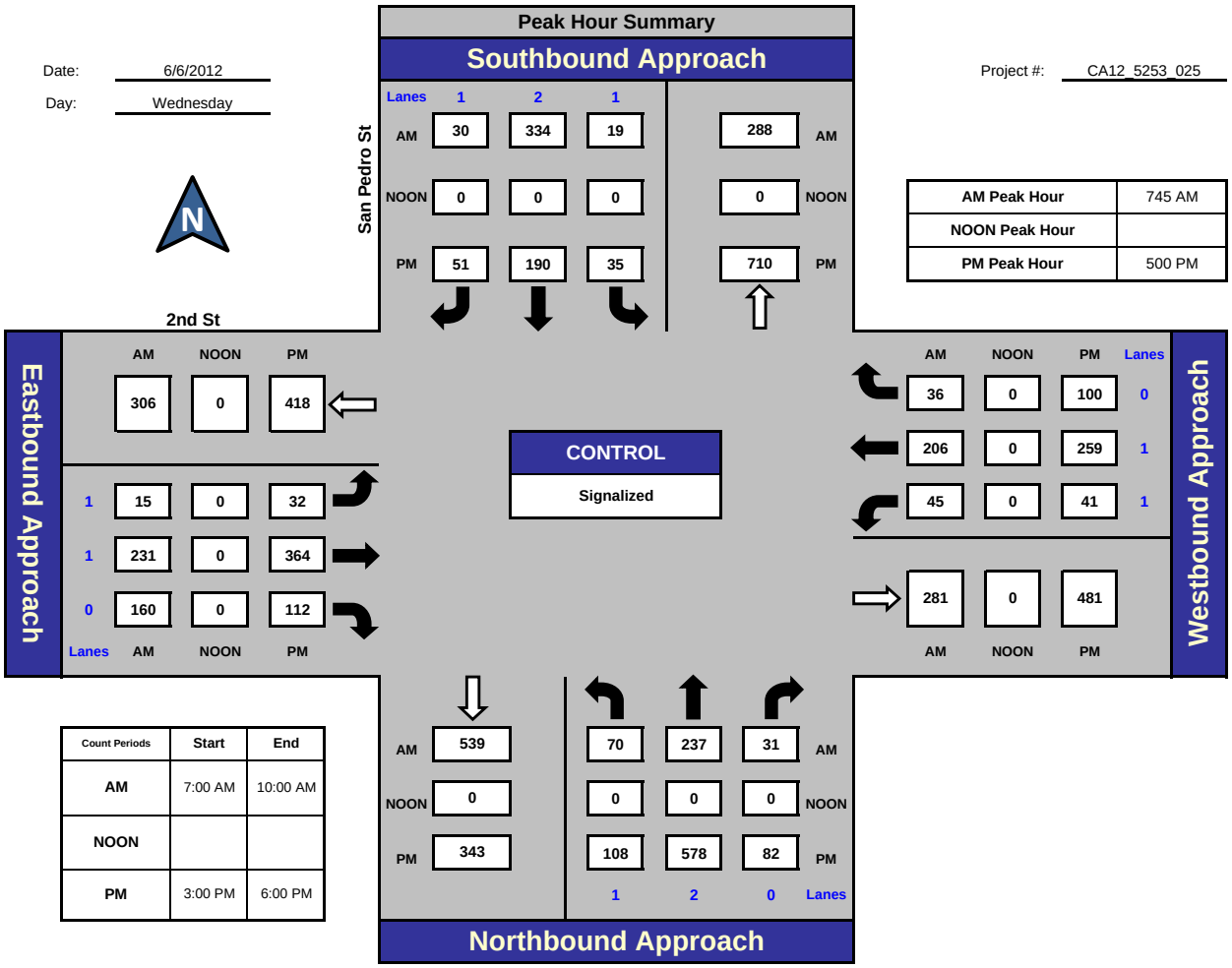
San Pedro St and 2nd St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

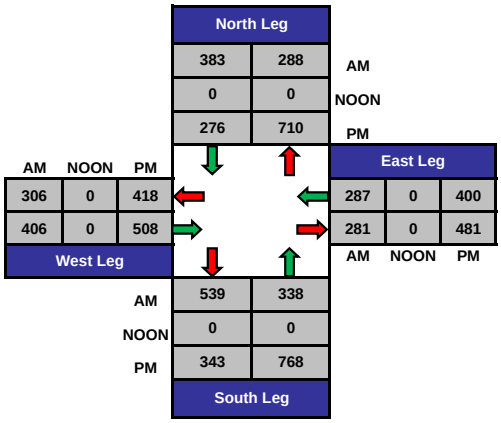
Project #: CA12_5253_025

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

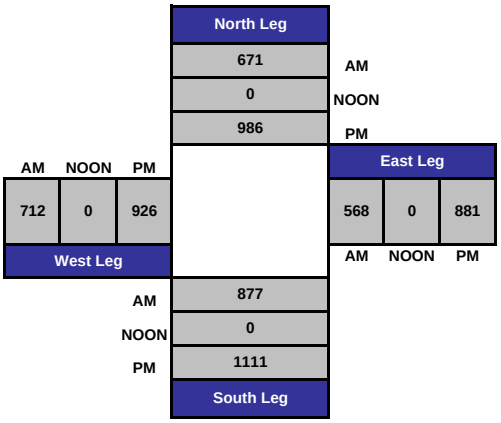


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-025
N/S Street: San Pedro St
E/W Street: 2nd St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	7	2	4	0	3	1	4	5
7:15 AM	5	4	5	2	3	4	5	3
7:30 AM	5	5	2	4	6	3	11	2
7:45 AM	3	9	12	3	8	3	5	5
8:00 AM	11	8	7	4	4	1	6	7
8:15 AM	7	16	4	4	9	5	10	6
8:30 AM	4	15	16	3	13	11	5	2
8:45 AM	19	4	7	5	5	15	12	10
9:00 AM	17	25	7	8	5	16	7	5
9:15 AM	17	15	8	5	11	11	10	11
9:30 AM	10	17	8	7	7	13	7	0
9:45 AM	13	8	15	11	15	9	5	9
TOTALS	**118**	**128**	**95**	**56**	**89**	**92**	**87**	**65**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	2	0	1	0	0
7:15 AM	0	2	0	0	0	0	0	3	0	1	3	0
7:30 AM	0	1	0	0	0	0	0	0	1	0	1	0
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0
8:00 AM	0	1	0	0	1	0	0	1	0	2	1	0
8:15 AM	0	0	0	0	0	1	0	2	0	0	1	0
8:30 AM	0	0	0	0	2	0	0	1	1	1	2	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0
9:00 AM	0	0	0	0	1	0	0	1	0	0	0	0
9:15 AM	0	2	1	0	3	0	0	0	0	0	1	0
9:30 AM	0	2	1	0	1	0	0	2	0	1	0	0
9:45 AM	0	0	0	0	0	0	0	2	1	0	0	0
TOTALS	**0**	**8**	**2**	**0**	**8**	**1**	**0**	**16**	**3**	**7**	**9**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	28	35	14	4	12	10	10	15
3:15 PM	25	34	10	17	22	14	15	6
3:30 PM	26	35	23	14	16	22	26	16
3:45 PM	26	28	10	19	14	23	4	4
4:00 PM	21	34	21	17	21	13	16	15
4:15 PM	29	21	11	7	9	9	14	9
4:30 PM	31	19	14	19	13	19	15	7
4:45 PM	36	19	10	26	11	14	15	17
5:00 PM	40	35	20	18	16	17	9	15
5:15 PM	23	10	14	26	7	19	24	14
5:30 PM	29	18	12	19	11	12	13	17
5:45 PM	20	18	13	16	8	15	6	12
TOTALS	**334**	**306**	**172**	**202**	**160**	**187**	**167**	**147**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	1	0	0	0	3	1
3:15 PM	0	1	1	0	0	0	0	0	0	0	2	0
3:30 PM	0	1	2	0	1	0	0	3	0	0	1	0
3:45 PM	0	0	0	1	0	0	0	0	0	0	2	0
4:00 PM	0	1	1	0	0	0	0	3	2	0	0	0
4:15 PM	0	3	0	0	0	0	0	3	0	0	2	1
4:30 PM	0	0	1	0	1	0	0	2	0	1	3	1
4:45 PM	0	2	1	0	1	0	0	2	0	0	3	0
5:00 PM	0	2	0	1	0	0	0	2	0	0	2	0
5:15 PM	0	0	0	0	2	0	0	6	0	0	2	0
5:30 PM	0	2	0	0	2	0	1	3	0	0	1	0
5:45 PM	1	0	0	0	0	0	0	4	1	1	3	0
TOTALS	**1**	**12**	**6**	**2**	**7**	**0**	**2**	**28**	**3**	**2**	**24**	**3**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_026 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Central Ave			Central Ave			2nd St			2nd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
7:00 AM	12	37	3	6	26	5	5	20	20	5	42	2	183
7:15 AM	9	45	7	2	42	9	2	32	12	8	42	6	216
7:30 AM	15	38	6	1	64	10	2	41	15	11	44	4	251
7:45 AM	23	43	6	8	72	10	4	42	20	17	50	4	299
8:00 AM	15	43	16	10	81	10	2	38	14	9	57	6	301
8:15 AM	24	50	8	4	78	4	2	31	15	17	48	6	287
8:30 AM	13	47	16	6	76	9	6	43	17	10	63	7	313
8:45 AM	18	54	21	13	67	8	3	45	22	15	54	6	326
9:00 AM	10	51	19	8	49	10	2	43	10	18	47	15	282
9:15 AM	15	44	20	13	48	10	5	33	24	12	36	5	265
9:30 AM	14	36	10	7	44	6	8	41	13	8	40	3	230
9:45 AM	12	41	17	8	43	11	4	32	26	7	45	5	251
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	180	529	149	86	690	102	45	441	208	137	568	69	3204
APPROACH %'s :	20.98%	61.66%	17.37%	9.79%	78.59%	11.62%	6.48%	63.54%	29.97%	17.70%	73.39%	8.91%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	70	194	61	33	302	31	13	157	68	51	222	25	1227
PEAK HR FACTOR :		0.874			0.906			0.850			0.931		0.941

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_026 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Central Ave			Central Ave			2nd St			2nd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
3:00 PM	9	52	23	8	36	15	7	61	27	10	50	12	310
3:15 PM	14	62	23	10	48	21	9	49	32	10	50	10	338
3:30 PM	12	45	24	9	45	13	4	61	30	8	33	5	289
3:45 PM	16	51	28	12	46	15	15	64	28	12	51	9	347
4:00 PM	15	55	25	10	42	13	7	61	27	12	44	8	319
4:15 PM	19	69	20	9	34	7	9	72	25	8	45	4	321
4:30 PM	23	64	27	17	45	7	7	83	30	8	55	6	372
4:45 PM	26	78	34	7	51	14	11	77	35	9	52	18	412
5:00 PM	18	85	44	10	47	13	10	86	28	9	57	11	418
5:15 PM	26	108	43	9	42	16	15	86	42	7	46	10	450
5:30 PM	20	94	53	16	44	14	11	86	36	4	52	18	448
5:45 PM	27	117	37	15	39	17	9	84	33	6	62	22	468
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	225	880	381	132	519	165	114	870	373	103	597	133	4492
APPROACH %'s :	15.14%	59.22%	25.64%	16.18%	63.60%	20.22%	8.40%	64.11%	27.49%	12.36%	71.67%	15.97%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	91	404	177	50	172	60	45	342	139	26	217	61	1784
PEAK HR FACTOR :		0.928			0.953			0.920			0.844		0.953

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

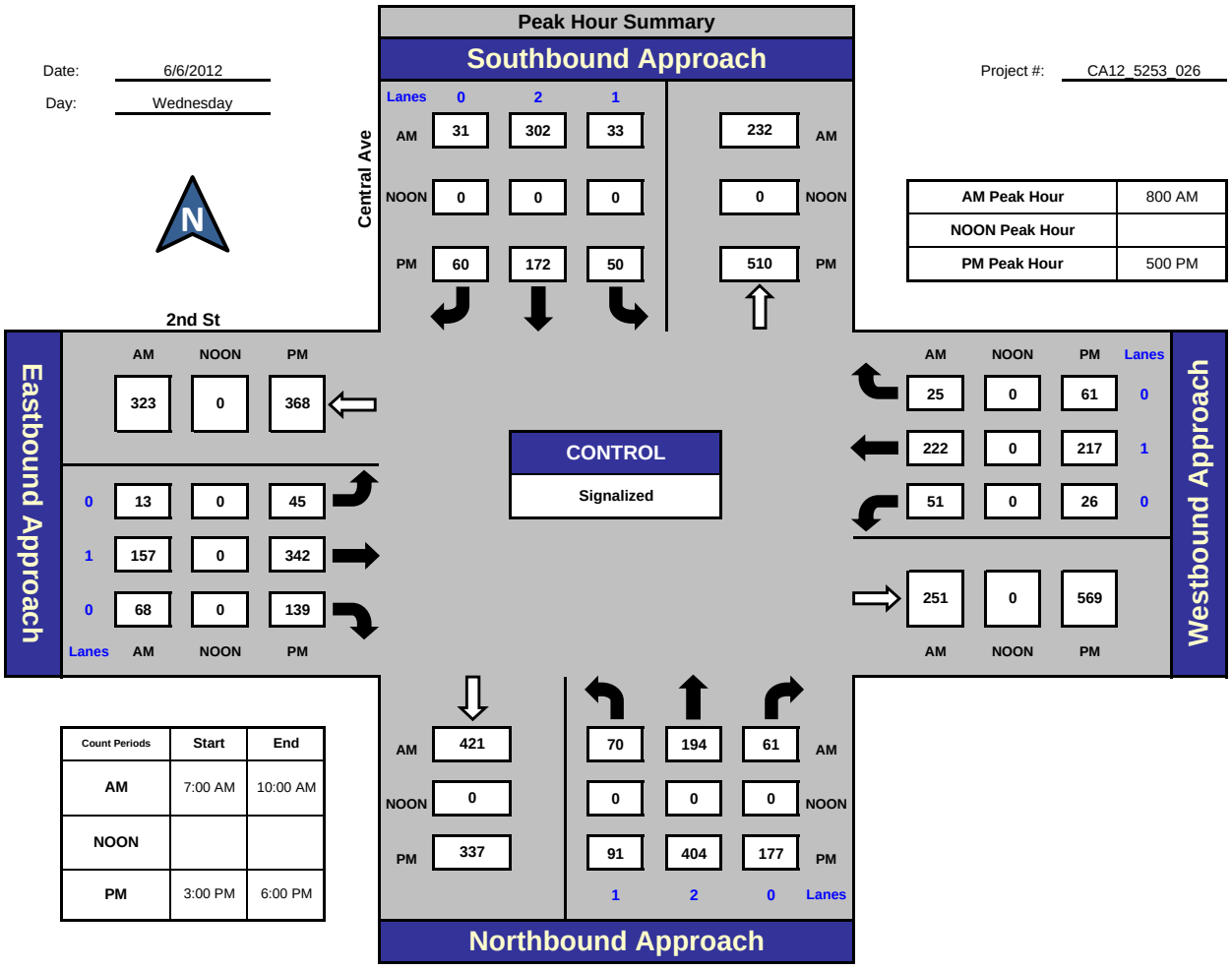
National Data & Surveying Services

Central Ave and 2nd St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

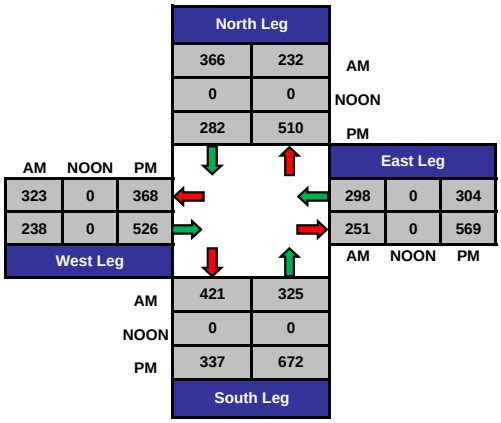
Project #: CA12_5253_026



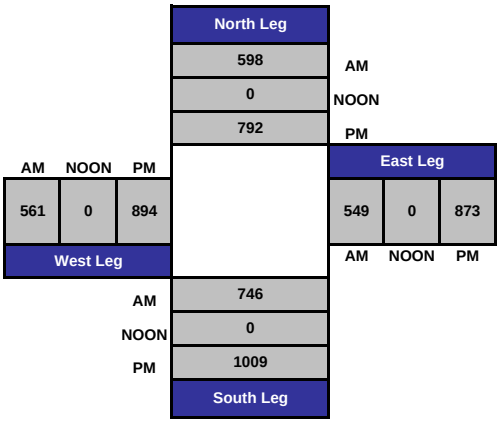
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-026
N/S Street: Central Ave
E/W Street: 2nd St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	6	6	0	4	1	3	3	15
7:15 AM	3	11	2	6	1	4	6	4
7:30 AM	9	8	2	2	3	1	6	11
7:45 AM	9	7	4	7	4	5	6	6
8:00 AM	6	16	3	9	6	12	6	16
8:15 AM	4	10	7	6	6	4	3	11
8:30 AM	12	13	3	2	3	4	13	5
8:45 AM	17	14	8	8	4	7	11	19
9:00 AM	11	11	3	7	3	20	0	6
9:15 AM	21	12	9	5	4	13	8	7
9:30 AM	16	12	10	5	3	8	7	11
9:45 AM	7	18	7	10	3	6	7	8
TOTALS	**121**	**138**	**58**	**71**	**41**	**87**	**76**	**119**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	2	1	0	0	0
7:15 AM	0	0	0	0	2	1	0	2	0	0	2	0
7:30 AM	0	1	0	0	3	0	1	0	0	0	1	0
7:45 AM	0	0	1	0	2	0	0	0	1	0	2	1
8:00 AM	0	0	0	0	4	0	0	1	0	0	2	0
8:15 AM	0	0	0	0	5	1	0	0	1	0	0	0
8:30 AM	0	1	0	0	1	1	0	0	0	0	1	0
8:45 AM	0	2	0	0	2	0	0	1	0	0	1	0
9:00 AM	0	1	0	0	1	0	0	2	0	0	0	0
9:15 AM	0	1	0	0	1	0	0	1	0	0	1	0
9:30 AM	0	1	0	0	0	0	1	0	1	0	0	0
9:45 AM	0	0	0	1	0	0	0	3	0	0	1	0
TOTALS	**0**	**7**	**1**	**1**	**21**	**3**	**2**	**12**	**4**	**0**	**11**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	18	19	10	18	7	13	21	11
3:15 PM	37	32	36	24	18	26	23	22
3:30 PM	16	32	27	11	17	18	12	22
3:45 PM	20	33	20	24	24	13	17	21
4:00 PM	31	28	17	19	16	19	21	9
4:15 PM	21	24	19	10	11	7	14	13
4:30 PM	31	17	18	11	18	12	15	14
4:45 PM	30	42	17	21	20	13	15	23
5:00 PM	13	27	36	14	30	9	22	22
5:15 PM	12	16	15	5	12	12	28	13
5:30 PM	27	28	13	11	15	12	26	20
5:45 PM	20	30	10	10	3	10	22	23
TOTALS	**276**	**328**	**238**	**178**	**191**	**164**	**236**	**213**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	1	0	0	0	2	1	0	1	0	0	4	0
3:15 PM	1	0	0	0	0	0	0	3	0	0	1	0
3:30 PM	0	0	3	0	2	2	0	4	0	1	2	0
3:45 PM	0	0	0	0	0	1	0	1	0	0	0	0
4:00 PM	0	0	0	0	1	0	1	1	0	0	3	0
4:15 PM	0	2	0	0	1	0	0	1	0	0	2	0
4:30 PM	0	2	1	0	1	0	0	3	1	0	2	0
4:45 PM	0	4	0	1	0	0	0	1	0	0	2	1
5:00 PM	0	1	0	0	0	0	0	1	1	0	1	1
5:15 PM	0	2	0	0	0	1	0	1	0	0	2	0
5:30 PM	0	1	1	0	1	0	0	0	0	0	0	0
5:45 PM	0	3	0	0	1	1	1	1	1	0	2	0
TOTALS	**2**	**15**	**5**	**1**	**9**	**6**	**2**	**18**	**3**	**1**	**21**	**2**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_027 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Alameda St			Alameda St			2nd St			2nd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	1	0	1	0	
7:00 AM	13	164	2	9	164	9	7	6	15	10	21	9	429
7:15 AM	19	156	2	8	178	13	11	18	16	8	24	15	468
7:30 AM	21	179	3	6	217	15	5	17	26	8	28	8	533
7:45 AM	16	173	6	10	200	15	9	22	35	25	40	13	564
8:00 AM	19	167	3	12	217	14	7	17	28	14	31	16	545
8:15 AM	14	170	5	7	192	7	3	14	25	20	43	12	512
8:30 AM	19	125	2	7	223	16	8	26	28	16	44	13	527
8:45 AM	25	189	1	7	181	19	18	17	40	14	33	8	552
9:00 AM	14	140	6	12	207	28	17	18	34	11	22	10	519
9:15 AM	12	158	6	9	204	22	9	22	28	14	19	9	512
9:30 AM	9	129	8	18	173	21	16	21	21	7	18	8	449
9:45 AM	14	140	6	13	187	17	12	19	25	13	28	10	484
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	195	1890	50	118	2343	196	122	217	321	160	351	131	6094
APPROACH %'s :	9.13%	88.52%	2.34%	4.44%	88.18%	7.38%	18.48%	32.88%	48.64%	24.92%	54.67%	20.40%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	70	689	17	35	826	51	24	70	114	67	142	49	2154
PEAK HR FACTOR :		0.956			0.938			0.788			0.827		0.955

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_027 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Alameda St			Alameda St			2nd St			2nd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	1	0	1	0	
3:00 PM	21	220	9	6	166	18	29	24	44	7	24	7	575
3:15 PM	34	190	11	7	171	24	27	25	34	6	20	11	560
3:30 PM	17	202	10	13	181	21	30	25	46	8	11	14	578
3:45 PM	30	206	7	4	210	20	27	36	38	12	19	9	618
4:00 PM	19	184	8	12	210	19	17	26	48	13	17	10	583
4:15 PM	24	197	7	8	211	15	23	32	41	14	8	8	588
4:30 PM	32	237	12	17	223	16	29	40	39	4	22	9	680
4:45 PM	39	272	10	11	219	28	36	48	50	7	22	11	753
5:00 PM	25	253	1	7	175	36	36	48	35	7	24	15	662
5:15 PM	31	241	12	15	193	16	34	58	57	10	19	15	701
5:30 PM	30	240	12	22	166	22	39	52	46	6	22	11	668
5:45 PM	39	248	19	9	145	24	34	56	25	13	19	19	650
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	341	2690	118	131	2270	259	361	470	503	107	227	139	7616
APPROACH %'s :	10.83%	85.42%	3.75%	4.92%	85.34%	9.74%	27.06%	35.23%	37.71%	22.62%	47.99%	29.39%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	127	1003	35	50	810	96	135	194	181	28	87	50	2796
PEAK HR FACTOR :		0.907			0.926			0.856			0.897		0.928

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Alameda St and 2nd St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

Project #: CA12_5253_027

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Peak Hour Summary

Southbound Approach (Alameda St)

Lanes	0	2	1		
AM	51	826	35	762	AM
NOON	0	0	0	0	NOON
PM	96	810	50	1188	PM

Eastbound Approach (2nd St)

Lanes	AM	NOON	PM
	263	0	310
0	24	0	135
1	70	0	194
1	114	0	181

Westbound Approach

Lanes	AM	NOON	PM
0	49	0	50
1	142	0	87
0	67	0	28
	122	0	279

CONTROL: Signalized

Northbound Approach

Lanes	1	2	0	
AM	70	689	17	AM
NOON	0	0	0	NOON
PM	127	1003	35	PM
AM	1007			
NOON	0			
PM	1019			

Total Ins & Outs

North Leg		
912	762	AM
0	0	NOON
956	1188	PM

West Leg			East Leg		
AM	NOON	PM			
263	0	310	258	0	165
208	0	510	122	0	279
			AM	NOON	PM

South Leg		
1007	776	AM
0	0	NOON
1019	1165	PM

Total Volume Per Leg

North Leg	
1674	AM
0	NOON
2144	PM

West Leg			East Leg		
AM	NOON	PM			
471	0	820	380	0	444
			AM	NOON	PM

South Leg	
1783	AM
0	NOON
2184	PM

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-027
N/S Street: Alameda St
E/W Street: 2nd St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	1	0	3	3	5	2	0
7:15 AM	1	3	1	2	3	3	2	2
7:30 AM	2	1	4	1	4	5	1	6
7:45 AM	6	5	0	3	4	8	2	1
8:00 AM	0	4	0	4	5	4	1	2
8:15 AM	2	6	1	2	3	6	0	0
8:30 AM	1	3	0	2	1	5	1	2
8:45 AM	1	6	2	2	4	6	1	1
9:00 AM	2	4	1	6	1	4	2	2
9:15 AM	5	4	9	1	4	6	0	7
9:30 AM	4	5	1	2	1	5	3	0
9:45 AM	2	3	1	1	5	6	0	3
TOTALS	**28**	**45**	**20**	**29**	**38**	**63**	**15**	**26**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	1	1	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0
7:30 AM	0	0	0	0	2	1	0	0	0	0	0	0
7:45 AM	0	1	0	0	2	0	1	0	0	0	2	0
8:00 AM	0	0	0	0	3	0	0	0	0	1	4	0
8:15 AM	0	0	0	2	0	0	0	1	1	0	0	0
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0
9:00 AM	0	1	1	0	2	0	0	1	0	0	0	0
9:15 AM	0	0	0	0	1	0	0	1	0	0	1	0
9:30 AM	0	1	0	0	1	0	0	1	0	0	2	0
9:45 AM	0	0	0	0	3	0	0	3	0	0	1	1
TOTALS	**0**	**5**	**1**	**2**	**15**	**1**	**1**	**8**	**2**	**2**	**13**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	5	4	0	1	6	1	3	10
3:15 PM	9	8	11	13	9	3	8	1
3:30 PM	6	6	5	6	13	5	6	3
3:45 PM	9	6	1	6	7	11	3	0
4:00 PM	10	7	3	13	5	6	3	0
4:15 PM	4	7	5	9	4	6	6	3
4:30 PM	20	8	7	5	2	1	8	4
4:45 PM	7	13	3	8	14	6	7	2
5:00 PM	13	5	4	3	7	3	1	1
5:15 PM	10	5	2	3	8	1	5	6
5:30 PM	6	17	1	1	13	4	7	5
5:45 PM	14	14	2	13	8	4	10	5
TOTALS	**113**	**100**	**44**	**81**	**96**	**51**	**67**	**40**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	5	1	0	1	0	0	1	0
3:15 PM	0	1	0	0	0	0	0	2	0	0	1	0
3:30 PM	0	3	0	0	0	0	1	6	0	0	5	0
3:45 PM	0	2	0	1	2	2	0	1	0	1	0	0
4:00 PM	0	2	0	0	1	0	0	2	0	0	0	0
4:15 PM	2	1	0	0	2	0	0	0	0	0	1	0
4:30 PM	0	3	0	0	2	0	0	6	0	0	1	0
4:45 PM	1	4	0	0	1	0	0	1	0	0	1	0
5:00 PM	0	4	0	1	3	1	1	2	0	0	0	0
5:15 PM	1	2	0	0	1	0	0	1	1	0	1	0
5:30 PM	0	3	0	3	0	0	1	1	0	1	3	0
5:45 PM	0	4	0	0	1	0	0	2	0	0	2	0
TOTALS	**4**	**29**	**0**	**5**	**18**	**4**	**3**	**25**	**1**	**2**	**16**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_028 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	Los Angeles St			Los Angeles St			3rd St			3rd St			
	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	0	0	0	3	0	
7:00 AM	7	51			77	22				25	351	24	557
7:15 AM	3	41			89	21				37	400	27	618
7:30 AM	3	36			120	18				60	410	25	672
7:45 AM	7	45			152	32				61	438	39	774
8:00 AM	6	57			115	28				56	409	31	702
8:15 AM	6	63			141	15				49	405	25	704
8:30 AM	6	50			152	24				59	359	24	674
8:45 AM	7	56			178	18				46	366	21	692
9:00 AM	10	69			206	31				48	350	18	732
9:15 AM	12	54			146	31				50	304	28	625
9:30 AM	6	45			163	23				49	253	15	554
9:45 AM	20	65			142	36				52	261	16	592
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	93	632	0	0	1681	299	0	0	0	592	4306	293	7896
APPROACH %'s :	12.83%	87.17%	0.00%	0.00%	84.90%	15.10%	#DIV/0!	#DIV/0!	#DIV/0!	11.40%	82.95%	5.64%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	25	215	0	0	560	99	0	0	0	225	1611	119	2854
PEAK HR FACTOR :		0.870			0.895			0.000			0.908		0.922

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_028 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	Los Angeles St			Los Angeles St			3rd St			3rd St			
	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	0	0	0	3	0	
3:00 PM	13	87			89	32				28	183	19	451
3:15 PM	8	104			87	28				20	172	27	446
3:30 PM	11	99			105	33				31	204	25	508
3:45 PM	17	106			92	29				31	170	24	469
4:00 PM	9	99			82	37				34	173	19	453
4:15 PM	16	122			80	36				30	167	25	476
4:30 PM	16	138			97	29				26	194	23	523
4:45 PM	16	130			74	36				35	209	28	528
5:00 PM	11	184			102	36				34	225	32	624
5:15 PM	32	200			95	26				41	259	41	694
5:30 PM	18	213			97	30				28	303	41	730
5:45 PM	34	257			70	28				26	286	50	751
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	201	1739	0	0	1070	380	0	0	0	364	2545	354	6653
APPROACH %'s :	10.36%	89.64%	0.00%	0.00%	73.79%	26.21%	#DIV/0!	#DIV/0!	#DIV/0!	11.16%	78.00%	10.85%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	95	854	0	0	364	120	0	0	0	129	1073	164	2799
PEAK HR FACTOR :		0.815			0.877			0.000			0.918		0.932

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

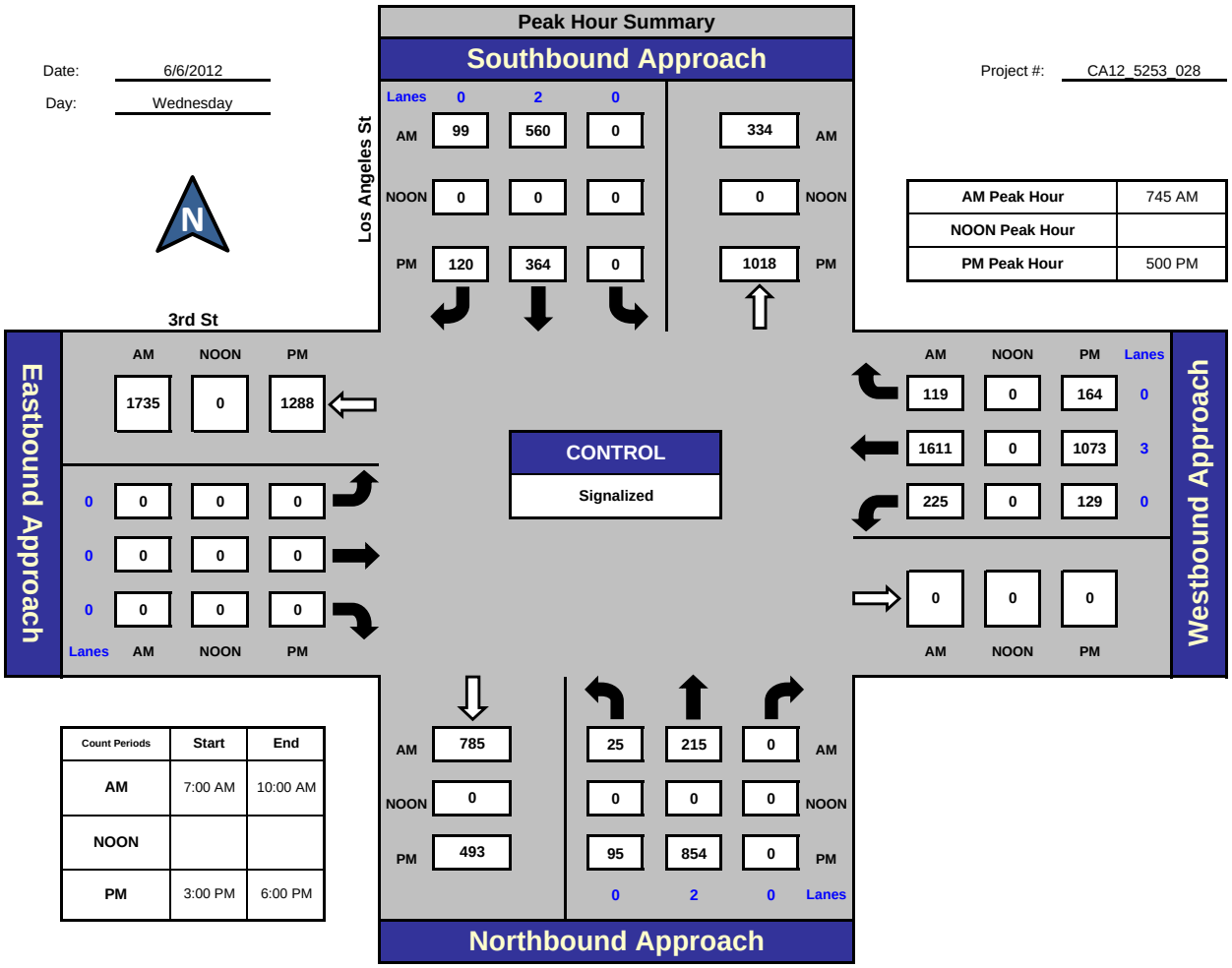
National Data & Surveying Services

Los Angeles St and 3rd St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

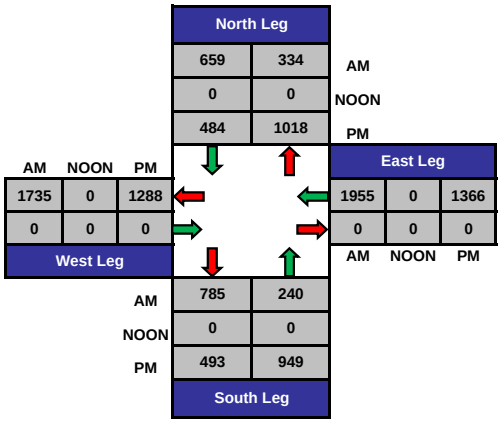
Project #: CA12_5253_028



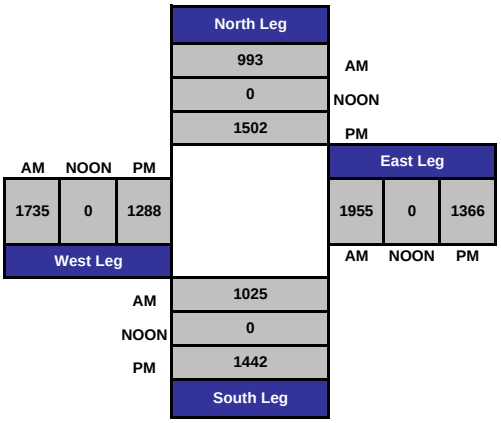
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-028
N/S Street: Los Angeles St
E/W Street: 3rd St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	8	5	2	3	6	12	4	3
7:15 AM	5	4	6	3	7	5	4	4
7:30 AM	2	4	7	5	14	10	1	0
7:45 AM	5	3	4	4	3	8	3	0
8:00 AM	3	2	5	1	6	1	3	2
8:15 AM	5	5	6	1	6	7	2	3
8:30 AM	6	8	8	7	8	7	1	4
8:45 AM	3	4	9	3	4	22	2	6
9:00 AM	4	8	7	3	6	11	6	4
9:15 AM	6	5	10	4	8	13	5	4
9:30 AM	5	4	6	7	8	14	7	8
9:45 AM	8	8	9	6	11	16	2	13
TOTALS	**60**	**60**	**79**	**47**	**87**	**126**	**40**	**51**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	2	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:30 AM	0	1	0	0	3	0	1	3	0	0	2	0
7:45 AM	0	1	0	0	2	0	0	2	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	1	0	1	2	0
8:15 AM	0	1	0	0	3	2	0	0	0	1	2	0
8:30 AM	0	0	0	0	2	2	0	0	0	0	1	0
8:45 AM	0	4	1	0	4	0	0	1	3	0	3	0
9:00 AM	1	2	0	0	4	0	0	2	0	0	0	0
9:15 AM	0	0	0	0	1	0	0	2	0	0	1	1
9:30 AM	0	2	0	0	1	0	0	1	0	0	0	0
9:45 AM	0	1	0	0	0	0	0	3	0	0	3	0
TOTALS	**1**	**12**	**1**	**0**	**22**	**4**	**1**	**16**	**3**	**2**	**16**	**2**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	8	5	7	15	15	10	9	9
3:15 PM	6	5	4	15	11	5	13	12
3:30 PM	2	3	19	8	7	10	7	14
3:45 PM	10	4	8	13	9	11	13	8
4:00 PM	3	5	14	10	13	13	4	9
4:15 PM	8	10	10	6	16	13	8	11
4:30 PM	11	7	9	10	7	10	13	6
4:45 PM	10	15	8	12	5	8	11	11
5:00 PM	5	7	9	11	16	9	11	22
5:15 PM	12	9	6	13	9	10	7	13
5:30 PM	10	6	15	12	21	10	9	5
5:45 PM	10	15	6	17	11	11	10	3
TOTALS	**95**	**91**	**115**	**142**	**140**	**120**	**115**	**123**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	1	0	0	1	0	0	0	0
3:15 PM	0	2	0	1	1	1	0	0	0	0	2	1
3:30 PM	0	2	0	0	0	0	0	1	1	1	3	2
3:45 PM	0	0	0	0	0	0	0	1	0	4	0	0
4:00 PM	1	0	0	1	2	2	0	0	0	0	0	0
4:15 PM	1	3	0	0	3	1	1	1	1	1	4	0
4:30 PM	0	1	0	1	2	0	0	2	0	0	2	0
4:45 PM	0	3	0	0	0	1	1	1	0	0	6	0
5:00 PM	0	4	1	0	1	0	0	2	0	0	4	0
5:15 PM	1	2	0	1	5	1	0	0	0	5	3	0
5:30 PM	0	2	0	1	2	0	1	2	0	1	2	0
5:45 PM	0	4	0	0	2	0	0	0	0	0	1	0
TOTALS	**3**	**25**	**1**	**5**	**19**	**6**	**3**	**11**	**2**	**12**	**27**	**3**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_029 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	San Pedro St			San Pedro St			3rd St			3rd St			
	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	0	0	0	4	0	
7:00 AM	9	32			50	11				18	381	21	522
7:15 AM	10	43			67	11				34	453	27	645
7:30 AM	7	40			109	9				38	477	27	707
7:45 AM	10	37			133	13				36	512	24	765
8:00 AM	11	55			115	20				45	472	38	756
8:15 AM	15	41			123	20				43	458	38	738
8:30 AM	16	71			118	27				46	417	31	726
8:45 AM	17	51			84	17				44	449	30	692
9:00 AM	16	52			94	17				44	407	28	658
9:15 AM	16	48			77	24				40	373	23	601
9:30 AM	19	50			99	19				34	297	30	548
9:45 AM	20	44			73	11				47	308	23	526
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	166	564	0	0	1142	199	0	0	0	469	5004	340	7884
APPROACH %'s :	22.74%	77.26%	0.00%	0.00%	85.16%	14.84%	#DIV/0!	#DIV/0!	#DIV/0!	8.07%	86.08%	5.85%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	52	204	0	0	489	80	0	0	0	170	1859	131	2985
PEAK HR FACTOR :		0.736			0.974			0.000			0.944		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_029 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	San Pedro St			San Pedro St			3rd St			3rd St			
	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	0	0	0	4	0	
3:00 PM	21	60			65	32				28	180	27	413
3:15 PM	23	65			76	19				33	171	24	411
3:30 PM	18	76			64	24				31	219	26	458
3:45 PM	24	72			73	17				32	173	19	410
4:00 PM	23	71			64	14				25	170	35	402
4:15 PM	23	65			73	18				24	170	23	396
4:30 PM	25	96			76	23				26	216	29	491
4:45 PM	30	93			71	16				21	207	31	469
5:00 PM	27	143			73	26				25	229	38	561
5:15 PM	36	112			68	22				33	280	41	592
5:30 PM	47	156			73	18				26	283	40	643
5:45 PM	52	203			58	20				20	241	54	648
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	349	1212	0	0	834	249	0	0	0	324	2539	387	5894
APPROACH %'s :	22.36%	77.64%	0.00%	0.00%	77.01%	22.99%	#DIV/0!	#DIV/0!	#DIV/0!	9.97%	78.12%	11.91%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	162	614	0	0	272	86	0	0	0	104	1033	173	2444
PEAK HR FACTOR :		0.761			0.904			0.000			0.925		0.943

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

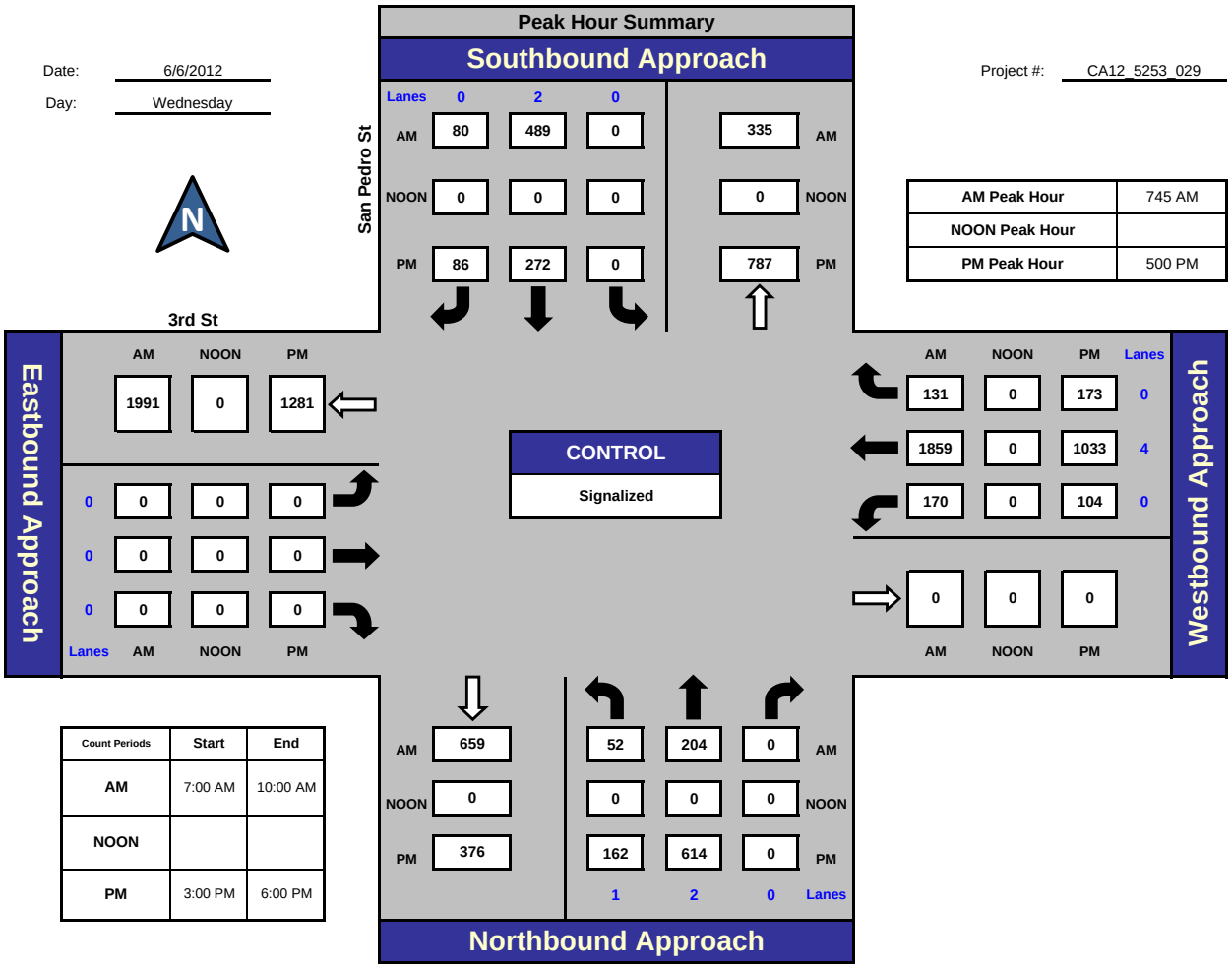
National Data & Surveying Services

San Pedro St and 3rd St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

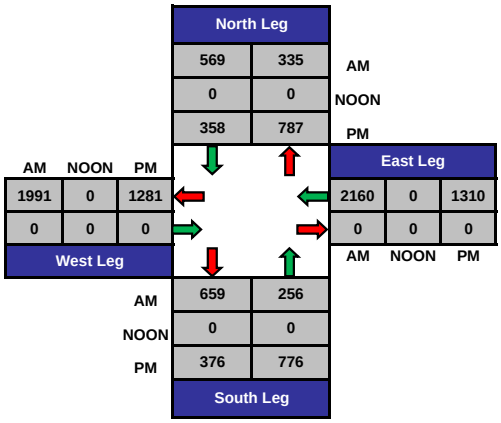
Project #: CA12_5253_029



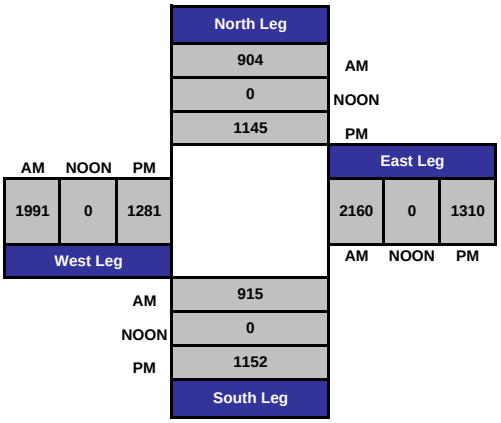
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-029
N/S Street: San Pedro St
E/W Street: 3rd St
DATE: 6/6/2012
DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	9	3	3	2	2	2	3	2
7:15 AM	7	3	6	3	5	9	6	5
7:30 AM	5	1	5	3	10	2	8	4
7:45 AM	7	9	1	5	4	5	8	5
8:00 AM	2	4	1	4	5	7	9	9
8:15 AM	9	8	2	5	7	8	7	14
8:30 AM	5	5	2	5	5	13	5	8
8:45 AM	4	8	6	8	6	7	1	11
9:00 AM	3	9	5	11	3	9	2	4
9:15 AM	1	6	6	5	11	10	2	7
9:30 AM	7	10	4	8	12	3	5	7
9:45 AM	4	10	5	3	11	6	2	4
TOTALS	**63**	**76**	**46**	**62**	**81**	**81**	**58**	**80**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	1	1	0	0	1	0	0	1	0	0	0	0
7:30 AM	0	2	0	0	1	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	3	1	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	2	1	0
8:15 AM	1	1	0	0	1	0	0	0	0	0	1	0
8:30 AM	0	1	0	1	2	0	0	0	0	0	3	0
8:45 AM	0	1	1	0	1	0	0	1	0	3	1	0
9:00 AM	0	0	0	0	2	0	0	1	0	0	0	0
9:15 AM	0	2	0	0	2	0	0	3	0	1	1	0
9:30 AM	0	3	1	0	2	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	2	0
TOTALS	**2**	**12**	**2**	**1**	**13**	**0**	**0**	**9**	**2**	**6**	**11**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	8	8	4	16	8	11	11	13
3:15 PM	3	4	6	10	6	12	7	11
3:30 PM	7	3	16	10	7	9	8	8
3:45 PM	6	8	11	8	15	3	7	11
4:00 PM	2	3	3	6	9	11	6	6
4:15 PM	5	6	5	8	9	5	7	5
4:30 PM	4	6	11	6	9	7	4	8
4:45 PM	5	9	5	4	7	7	3	5
5:00 PM	3	4	12	11	10	4	3	7
5:15 PM	6	5	2	11	12	6	10	6
5:30 PM	7	3	11	12	7	11	3	5
5:45 PM	3	2	13	11	10	6	1	4
TOTALS	**59**	**61**	**99**	**113**	**109**	**92**	**70**	**89**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	1	1	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	3	0	0	1	0	0	2	0
3:30 PM	0	0	2	0	1	0	0	0	0	0	2	1
3:45 PM	0	0	0	0	0	0	1	0	0	0	1	0
4:00 PM	0	2	1	0	1	0	1	3	0	2	2	3
4:15 PM	0	2	0	0	0	0	0	1	0	0	1	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	2	0
4:45 PM	1	2	0	0	0	0	0	2	0	0	4	0
5:00 PM	0	3	0	0	1	0	0	1	0	0	3	0
5:15 PM	0	1	0	0	1	1	0	0	0	1	5	0
5:30 PM	0	4	0	0	1	0	0	1	0	0	1	0
5:45 PM	0	1	1	0	3	0	0	2	0	0	2	1
TOTALS	**2**	**16**	**5**	**0**	**11**	**1**	**2**	**11**	**0**	**3**	**26**	**5**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_030 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

AM

NS/EW Streets:	US -101 NB Off Ramp			US -101 NB Off Ramp			4th St			4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	0.5	0	0	0	0	2	0	0	2	0	
7:00 AM	239		1					70			285		595
7:15 AM	294		6					72			288		660
7:30 AM	311		5					83			348		747
7:45 AM	331		11					91			407		840
8:00 AM	309		8					83			331		731
8:15 AM	263		1					69			318		651
8:30 AM	259		10					81			330		680
8:45 AM	268		8					79			384		739
9:00 AM	246		4					79			305		634
9:15 AM	212		3					89			257		561
9:30 AM	207		10					80			217		514
9:45 AM	189		5					69			214		477
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3128	0	72	0	0	0	0	945	0	0	3684	0	7829
APPROACH %'s :	97.75%	0.00%	2.25%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	1245	0	30	0	0	0	0	329	0	0	1374	0	2978
PEAK HR FACTOR :		0.932			0.000			0.904			0.844		0.886

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5253_030 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 6/6/2012

PM

NS/EW Streets:	US -101 NB Off Ramp			US -101 NB Off Ramp			4th St			4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	0.5	0	0	0	0	2	0	0	2	0	
3:00 PM	67		31					161			115		374
3:15 PM	74		35					148			149		406
3:30 PM	62		22					168			128		380
3:45 PM	78		50					149			124		401
4:00 PM	66		39					204			109		418
4:15 PM	69		53					192			122		436
4:30 PM	70		43					212			145		470
4:45 PM	87		59					194			136		476
5:00 PM	107		58					231			153		549
5:15 PM	128		53					280			125		586
5:30 PM	117		59					263			125		564
5:45 PM	60		32					257			140		489
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	985	0	534	0	0	0	0	2459	0	0	1571	0	5549
APPROACH %'s :	64.85%	0.00%	35.15%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	412	0	202	0	0	0	0	1031	0	0	543	0	2188
PEAK HR FACTOR :		0.848			0.000			0.921			0.887		0.933

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

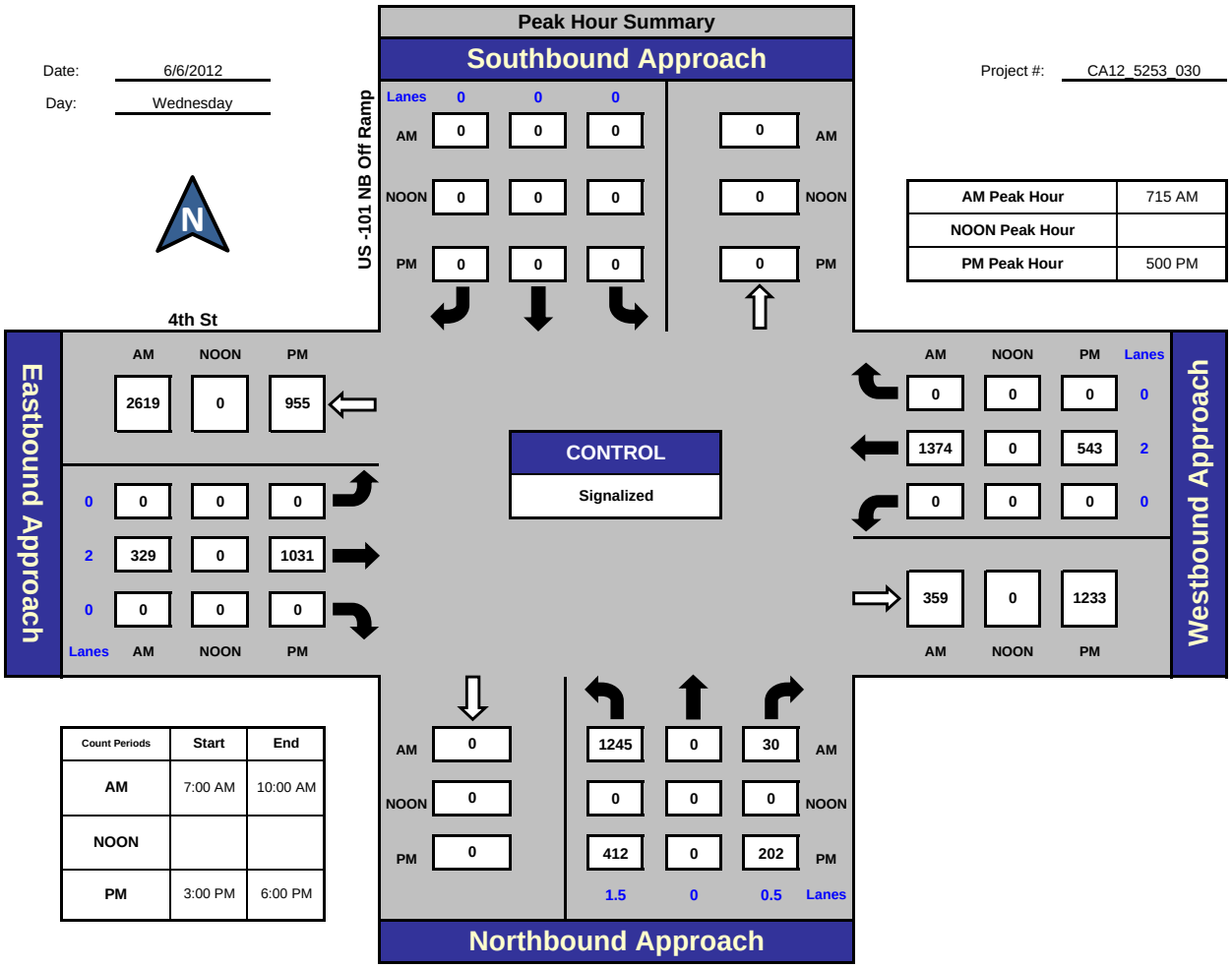
US -101 NB Off Ramp and 4th St , City of Los Angeles

Date: 6/6/2012

Day: Wednesday

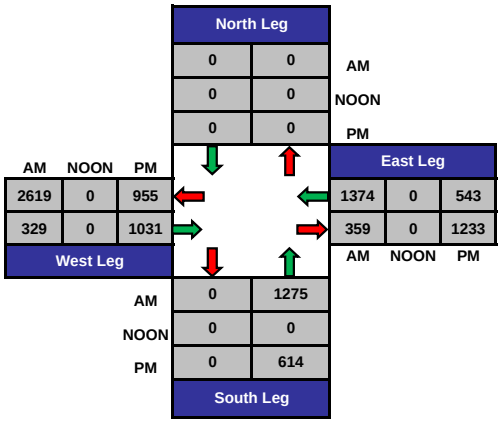
Project #: CA12_5253_030

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

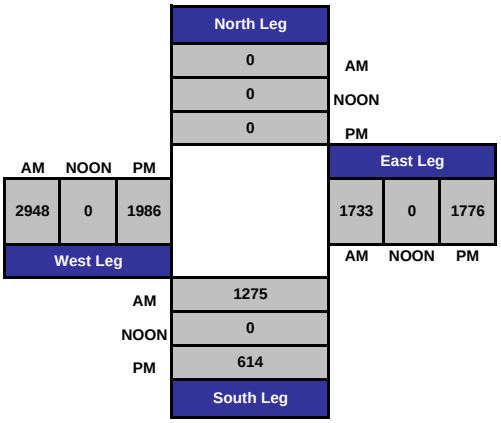


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5253-030
N/S Street: US -101 NB Off Ramp
E/W Street: 4th St
DATE: 6/6/2012 DAY: Wednesday
CITY: Los Angeles

	Start	End
AM	7:00	10:00
PM	15:00	18:00

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	4	1	1	0	0	0	0
7:15 AM	3	6	3	2	0	0	0	0
7:30 AM	8	1	17	2	0	0	0	0
7:45 AM	4	11	7	5	1	1	0	0
8:00 AM	3	5	10	2	0	0	0	0
8:15 AM	1	5	3	10	0	2	0	0
8:30 AM	6	4	4	7	0	0	0	0
8:45 AM	2	2	3	2	0	0	0	0
9:00 AM	2	2	4	1	0	1	0	0
9:15 AM	1	1	4	1	0	0	0	0
9:30 AM	2	0	1	0	0	0	0	0
9:45 AM	2	9	4	3	0	0	0	0
TOTALS	**36**	**50**	**61**	**36**	**1**	**4**	**0**	**0**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**9**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	4	6	3	0	0	0	0	0
3:15 PM	1	6	4	5	0	0	0	0
3:30 PM	2	7	5	14	0	0	0	0
3:45 PM	1	7	4	4	0	0	0	0
4:00 PM	7	4	1	2	0	0	0	0
4:15 PM	2	3	7	2	0	1	0	0
4:30 PM	7	6	0	1	0	0	0	0
4:45 PM	2	1	3	3	0	0	0	0
5:00 PM	3	3	1	1	0	0	0	0
5:15 PM	2	6	1	0	0	0	0	0
5:30 PM	5	0	2	2	0	0	0	0
5:45 PM	4	7	1	1	0	0	0	0
TOTALS	**40**	**56**	**32**	**35**	**0**	**1**	**0**	**0**

BIKES

TIME	TURNING MOVEMENTS											
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	1	0	0	2	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	3	0	0	2	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	3	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	2	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	2	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**13**	**1**

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Alameda St

East/West Cesar E Chavez Ave

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	36	45	35	41
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	161	9.00	400	8.30	174	7.45	349	7.45
PM PK 15 MIN	356	17.45	260	16.00	332	17.15	377	17.00
AM PK HOUR	607	9.00	1518	7.45	662	7.15	1311	7.45
PM PK HOUR	1331	17.00	971	15.15	1231	17.00	1377	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	85	304	83	472
8-9	83	340	103	526
9-10	96	398	113	607
15-16	136	678	122	936
16-17	138	824	145	1107
17-18	138	1054	139	1331
TOTAL	676	3598	705	4979

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	89	1118	200	1407
8-9	75	1181	228	1484
9-10	83	823	182	1088
15-16	94	733	127	954
16-17	92	728	125	945
17-18	81	680	121	882
TOTAL	514	5263	983	6760

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1879	56	0	19	0
2010	57	0	31	0
1695	65	0	36	0
1890	116	0	44	0
2052	151	0	27	0
2213	89	0	46	0
11739	534	0	203	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	58	457	131	646
8-9	76	444	129	649
9-10	57	368	130	555
15-16	74	585	153	812
16-17	77	761	158	996
17-18	93	974	164	1231
TOTAL	435	3589	865	4889

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	159	1013	35	1207
8-9	170	1042	42	1254
9-10	149	777	54	980
15-16	116	637	56	809
16-17	136	814	73	1023
17-18	121	1130	87	1338
TOTAL	851	5413	347	6611

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1853	52	0	99	0
1903	78	0	131	0
1535	79	0	140	0
1621	102	0	170	0
2019	99	0	127	0
2569	99	0	142	0
11500	509	0	809	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Alameda St

East/West Los Angeles St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	50	39	28	6
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	168	9.00	411	8.30	36	8.45	68	8.15
PM PK 15 MIN	258	17.00	274	16.15	140	17.30	82	16.45
AM PK HOUR	645	9.00	1486	7.45	136	8.30	222	8.15
PM PK HOUR	1004	16.45	1043	15.30	489	17.00	314	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	398	160	558
8-9	0	428	125	553
9-10	0	519	126	645
15-16	0	726	124	850
16-17	0	783	125	908
17-18	0	866	138	1004
TOTAL	0	3720	798	4518

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	75	1068	258	1401
8-9	85	1117	258	1460
9-10	74	929	135	1138
15-16	64	836	108	1008
16-17	77	837	109	1023
17-18	79	787	101	967
TOTAL	454	5574	969	6997

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1959	38	0	451	0
2013	46	0	697	0
1783	46	0	431	0
1858	75	0	334	0
1931	80	0	372	0
1971	95	0	489	0
11515	380	0	2774	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	40	41	15	96
8-9	65	34	22	121
9-10	70	21	32	123
15-16	150	40	32	222
16-17	236	58	32	326
17-18	395	67	27	489
TOTAL	956	261	160	1377

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	96	57	39	192
8-9	113	64	35	212
9-10	137	31	29	197
15-16	133	40	47	220
16-17	156	66	73	295
17-18	151	66	84	301
TOTAL	786	324	307	1417

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
288	16	0	33	0
333	15	0	33	0
320	24	0	40	0
442	18	0	47	0
621	26	0	47	0
790	29	0	30	0
2794	128	0	230	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Los Angeles St

East/West Arcadia St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	27	35	5	11
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	76	9.30	96	7.30	0	0.00	349	9.00
PM PK 15 MIN	224	17.45	56	16.45	0	0.00	230	17.30
AM PK HOUR	284	9.00	346	7.30	0	0.00	1297	7.30
PM PK HOUR	837	17.00	178	16.45	0	0.00	851	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	170	0	191
8-9	25	206	0	231
9-10	35	249	0	284
15-16	33	456	0	489
16-17	45	573	0	618
17-18	86	751	0	837
TOTAL	245	2405	0	2650

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	294	17	311
8-9	0	303	24	327
9-10	0	160	24	184
15-16	0	107	36	143
16-17	0	126	49	175
17-18	0	136	34	170
TOTAL	0	1126	184	1310

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
502	0	0	119	0
558	0	0	95	0
468	0	0	50	0
632	0	0	61	0
793	0	0	54	0
1007	0	0	93	0
3960	0	0	472	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	306	859	17	1182
8-9	264	857	27	1148
9-10	353	862	28	1243
15-16	105	541	28	674
16-17	100	654	24	778
17-18	92	710	16	818
TOTAL	1220	4483	140	5843

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1182	41	0	94	0
1148	36	0	109	0
1243	24	0	93	0
674	26	0	97	0
778	30	0	68	0
818	29	0	46	0
5843	186	0	507	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Alameda St

East/West US-101 NB off-ramp-Arcadia St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	50	54	5	9
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	222	9.15	254	8.00	0	0.00	507	9.00
PM PK 15 MIN	438	17.45	197	17.15	0	0.00	346	16.30
AM PK HOUR	811	8.45	977	7.45	0	0.00	1798	7.30
PM PK HOUR	1665	17.00	760	16.30	0	0.00	1298	16.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	28	743	0	771
8-9	31	723	0	754
9-10	27	784	0	811
15-16	31	1377	0	1408
16-17	20	1457	0	1477
17-18	20	1645	0	1665
TOTAL	157	6729	0	6886

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	821	53	874
8-9	0	863	80	943
9-10	0	745	99	844
15-16	0	651	36	687
16-17	0	699	33	732
17-18	0	665	39	704
TOTAL	0	4444	340	4784

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1645	0	0	129	0
1697	0	0	104	0
1655	0	0	37	0
2095	0	0	114	0
2209	0	0	248	0
2369	0	0	135	0
11670	0	0	767	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	433	1120	114	1667
8-9	431	1010	107	1548
9-10	483	1095	154	1732
15-16	336	613	187	1136
16-17	399	730	156	1285
17-18	314	770	137	1221
TOTAL	2396	5338	855	8589

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1667	83	0	204	0
1548	60	0	174	0
1732	36	0	96	0
1136	107	0	84	0
1285	201	0	139	0
1221	83	0	87	0
8589	570	0	784	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Los Angeles St

East/West Aliso St-US 101 SB on-ramp

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	34	40	6	4
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	115	9.45	178	9.00	141	9.30	0	0.00
PM PK 15 MIN	324	17.15	68	17.15	268	16.45	0	0.00
AM PK HOUR	428	9.00	645	7.30	527	9.00	0	0.00
PM PK HOUR	1188	17.00	239	16.45	968	16.45	0	0.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	184	118	302
8-9	0	225	135	360
9-10	0	272	156	428
15-16	0	461	329	790
16-17	0	580	302	882
17-18	0	799	389	1188
TOTAL	0	2521	1429	3950

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	592	0	595
8-9	4	565	0	569
9-10	8	505	0	513
15-16	8	208	0	216
16-17	4	219	0	223
17-18	1	225	0	226
TOTAL	28	2314	0	2342

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
897	42	0	1	0
929	53	0	0	0
941	76	0	0	0
1006	66	0	0	0
1105	105	0	0	0
1414	49	0	0	0
6292	391	0	1	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	327	91	432
8-9	13	378	116	507
9-10	25	397	105	527
15-16	33	738	37	808
16-17	36	877	25	938
17-18	40	888	19	947
TOTAL	161	3605	393	4159

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
432	44	0	125	0
507	33	0	113	0
527	29	0	91	0
808	37	0	96	0
938	30	0	105	0
947	29	0	68	0
4159	202	0	598	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Alameda St

East/West Aliso St-Commercial St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	46	59	7	7
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	204	8.45	374	7.45	67	8.30	84	8.00
PM PK 15 MIN	402	17.45	290	16.30	158	17.15	80	15.00
AM PK HOUR	791	8.45	1417	7.30	250	8.30	325	7.30
PM PK HOUR	1498	17.00	1110	16.00	578	16.45	306	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	571	105	676
8-9	0	575	160	735
9-10	0	615	161	776
15-16	0	986	278	1264
16-17	0	1028	308	1336
17-18	0	1191	307	1498
TOTAL	0	4966	1319	6285

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	100	1162	0	1262
8-9	108	1200	0	1308
9-10	120	1124	0	1244
15-16	140	862	0	1002
16-17	141	969	0	1110
17-18	116	870	0	986
TOTAL	725	6187	0	6912

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1938	289	0	0	0
2043	246	0	0	0
2020	181	0	0	0
2266	186	0	0	0
2446	311	0	0	0
2484	139	0	0	0
13197	1352	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	58	38	118	214
8-9	63	33	135	231
9-10	52	44	142	238
15-16	246	69	63	378
16-17	284	129	61	474
17-18	352	177	37	566
TOTAL	1055	490	556	2101

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	170	0	131	301
8-9	164	0	127	291
9-10	159	0	135	294
15-16	119	0	187	306
16-17	108	0	178	286
17-18	72	0	140	212
TOTAL	792	0	898	1690

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
515	53	0	188	0
522	49	0	176	0
532	23	0	89	0
684	98	0	90	0
760	132	0	155	0
778	65	0	80	0
3791	420	0	778	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Garey St

East/West US-101 SB on-off Ramps - Commercial St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	1	4
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	18	9.45	122	8.00	74	9.30	38	8.30
PM PK 15 MIN	120	17.15	82	15.00	180	16.45	96	15.30
AM PK HOUR	57	9.00	466	7.30	271	8.45	140	7.45
PM PK HOUR	394	16.45	273	15.00	660	16.30	298	15.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	5	29	3	37
8-9	2	24	6	32
9-10	14	38	5	57
15-16	8	191	11	210
16-17	7	296	8	311
17-18	15	354	15	384
TOTAL	51	932	48	1031

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	162	47	236	445
8-9	141	50	235	426
9-10	96	29	218	343
15-16	72	12	189	273
16-17	56	3	116	175
17-18	43	17	115	175
TOTAL	570	158	1109	1837

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
482	2	0	0	0
458	2	0	0	0
400	0	0	0	0
483	2	0	0	0
486	6	0	0	0
559	2	0	0	0
2868	14	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	128	29	10	167
8-9	177	42	10	229
9-10	225	30	9	264
15-16	491	60	5	556
16-17	591	54	9	654
17-18	575	53	9	637
TOTAL	2187	268	52	2507

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	53	55	116
8-9	6	64	66	136
9-10	3	55	60	118
15-16	3	38	207	248
16-17	1	60	217	278
17-18	3	34	181	218
TOTAL	24	304	786	1114

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
283	0	0	0	0
365	0	0	0	0
382	0	0	0	0
804	0	0	0	0
932	0	0	0	0
855	0	0	0	0
3621	0	0	0	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Broadway

East/West Temple St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	19	23	25	13
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	156	8.15	293	7.45	169	9.00	146	7.45
PM PK 15 MIN	335	17.15	189	17.00	215	17.00	243	17.45
AM PK HOUR	534	8.00	1080	7.30	653	8.30	542	7.30
PM PK HOUR	1242	17.00	713	16.45	817	16.45	878	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	65	247	69	381
8-9	65	365	104	534
9-10	61	307	79	447
15-16	60	572	56	688
16-17	86	812	73	971
17-18	82	1101	59	1242
TOTAL	419	3404	440	4263

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	84	696	245	1025
8-9	76	679	186	941
9-10	80	569	216	865
15-16	29	414	164	607
16-17	48	453	164	665
17-18	36	433	197	666
TOTAL	353	3244	1172	4769

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1406	509	0	196	0
1475	847	0	173	0
1312	797	0	144	0
1295	452	0	103	0
1636	615	0	120	0
1908	265	0	69	0
9032	3485	0	805	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	42	388	61	491
8-9	48	514	85	647
9-10	43	490	80	613
15-16	62	386	44	492
16-17	75	534	52	661
17-18	79	653	30	762
TOTAL	349	2965	352	3666

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	429	42	512
8-9	44	416	53	513
9-10	39	341	52	432
15-16	28	496	73	597
16-17	28	595	84	707
17-18	31	747	100	878
TOTAL	211	3024	404	3639

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1003	162	0	98	0
1160	158	0	144	0
1045	81	0	145	0
1089	89	0	96	0
1368	115	0	124	0
1640	87	0	57	0
7305	692	0	664	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Spring St

East/West Temple St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	8	64	17	23
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	17	7.30	346	8.15	187	8.15	140	7.45
PM PK 15 MIN	29	17.30	161	16.15	214	17.00	245	17.45
AM PK HOUR	53	8.00	1361	7.45	689	8.00	505	7.30
PM PK HOUR	98	16.45	606	16.15	814	16.45	894	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	47	2	50
8-9	0	48	5	53
9-10	0	36	2	38
15-16	2	52	7	61
16-17	1	81	2	84
17-18	0	91	3	94
TOTAL	4	355	21	380

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	34	938	89	1061
8-9	60	1192	96	1348
9-10	54	991	80	1125
15-16	24	448	45	517
16-17	28	485	72	585
17-18	23	480	80	583
TOTAL	223	4534	462	5219

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1111	244	0	209	0
1401	350	0	196	0
1163	326	0	110	0
578	211	0	92	0
669	300	0	138	0
677	189	0	97	0
5599	1620	0	842	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	426	114	540
8-9	2	521	166	689
9-10	1	503	141	645
15-16	1	392	70	463
16-17	1	556	88	645
17-18	0	695	65	760
TOTAL	5	3093	644	3742

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	45	424	0	469
8-9	48	420	0	468
9-10	64	355	2	421
15-16	55	549	2	606
16-17	57	650	1	708
17-18	77	816	1	894
TOTAL	346	3214	6	3566

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1009	178	0	118	0
1157	234	0	129	0
1066	123	0	87	0
1069	74	0	83	0
1353	161	0	107	0
1654	91	0	109	0
7308	861	0	633	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Main St

East/West Temple St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	85	45	13	25
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	180	9.15	0	0.00	166	9.15	123	8.00
PM PK 15 MIN	463	17.30	0	0.00	199	17.15	221	17.45
AM PK HOUR	671	8.30	0	0.00	605	8.30	459	7.30
PM PK HOUR	1743	17.00	0	0.00	759	16.45	811	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	80	296	112	488
8-9	84	403	134	621
9-10	63	446	145	654
15-16	102	741	102	945
16-17	116	1050	148	1314
17-18	200	1423	120	1743
TOTAL	645	4359	761	5765

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
488	121	0	118	0
621	220	0	135	0
654	216	0	140	0
945	151	0	104	0
1314	144	0	105	0
1743	86	0	71	0
5765	938	0	673	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	56	413	0	469
8-9	74	514	0	588
9-10	78	484	0	562
15-16	71	348	0	419
16-17	88	506	0	594
17-18	93	618	0	711
TOTAL	460	2883	0	3343

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	389	38	427
8-9	0	384	51	435
9-10	0	360	66	426
15-16	0	500	83	583
16-17	0	595	106	701
17-18	0	695	116	811
TOTAL	0	2923	460	3383

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
896	42	0	75	0
1023	66	0	99	0
988	60	0	91	0
1002	49	0	87	0
1295	70	0	118	0
1522	36	0	90	0
6726	323	0	560	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Los Angeles St

East/West Temple St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	24	19	21	10
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	92	8.30	338	9.00	180	9.15	141	9.00
PM PK 15 MIN	286	17.30	174	15.30	216	17.15	238	17.45
AM PK HOUR	314	8.30	1114	8.15	668	8.30	506	9.00
PM PK HOUR	1041	17.00	662	15.30	820	16.45	811	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	191	20	225
8-9	36	233	37	306
9-10	24	242	38	304
15-16	50	565	29	644
16-17	46	623	23	692
17-18	84	916	41	1041
TOTAL	254	2770	188	3212

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	119	733	95	947
8-9	125	792	90	1007
9-10	112	838	110	1060
15-16	127	372	145	644
16-17	135	301	190	626
17-18	74	287	143	504
TOTAL	692	3323	773	4788

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1172	105	0	167	0
1313	221	0	152	0
1364	139	0	184	0
1288	138	0	159	0
1318	173	0	141	0
1545	115	0	85	0
8000	891	0	888	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	48	282	188	518
8-9	51	373	215	639
9-10	44	335	249	628
15-16	40	300	109	449
16-17	37	469	137	643
17-18	71	582	96	749
TOTAL	291	2341	994	3626

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	69	314	72	455
8-9	75	307	99	481
9-10	95	277	134	506
15-16	63	391	156	610
16-17	58	467	178	703
17-18	42	600	169	811
TOTAL	402	2356	808	3566

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
973	95	0	99	0
1120	60	0	125	0
1134	76	0	105	0
1059	82	0	109	0
1346	92	0	111	0
1560	59	0	72	0
7192	464	0	621	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Judge John Aiso St

East/West Temple St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	6	0	10	9
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	57	9.45	0	0.00	141	8.45	152	9.00
PM PK 15 MIN	130	17.45	0	0.00	205	17.15	175	17.00
AM PK HOUR	190	9.00	0	0.00	531	8.15	541	7.30
PM PK HOUR	431	17.00	0	0.00	744	16.45	659	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	81	0	75	156
8-9	94	0	90	184
9-10	106	0	84	190
15-16	154	0	135	289
16-17	184	0	138	322
17-18	258	0	173	431
TOTAL	877	0	695	1572

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
156	75	0	0	0
184	182	0	0	0
190	128	0	0	0
289	115	0	0	0
322	126	0	0	0
431	102	0	0	0
1572	728	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	294	129	423
8-9	0	364	166	530
9-10	0	345	142	487
15-16	0	380	81	461
16-17	0	539	87	626
17-18	0	636	58	694
TOTAL	0	2558	663	3221

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	111	383	0	494
8-9	119	401	0	520
9-10	137	391	0	528
15-16	86	459	0	545
16-17	98	504	0	602
17-18	91	549	0	640
TOTAL	642	2687	0	3329

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
917	0	0	148	0
1050	1	0	242	0
1015	0	0	301	0
1006	0	0	226	0
1228	0	0	216	0
1334	0	0	85	0
6550	1	0	1218	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Alameda St

East/West Temple St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	26	23	13	4
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	233	8.45	386	9.00	120	8.45	45	7.00
PM PK 15 MIN	342	17.45	325	16.30	250	17.15	60	16.30
AM PK HOUR	798	8.30	1450	7.30	399	8.45	161	8.45
PM PK HOUR	1281	17.00	1222	16.30	863	16.30	201	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	132	621	3	756
8-9	127	658	4	789
9-10	82	646	5	733
15-16	77	983	1	1061
16-17	76	1025	2	1103
17-18	118	1163	0	1281
TOTAL	612	5096	15	5723

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	955	321	1297
8-9	31	986	329	1346
9-10	33	897	346	1276
15-16	38	751	256	1045
16-17	62	844	303	1209
17-18	53	716	332	1101
TOTAL	238	5149	1887	7274

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2053	116	0	29	0
2135	150	0	38	0
2009	54	0	17	0
2106	117	0	33	0
2312	114	0	38	0
2382	107	0	33	0
12997	658	0	188	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	60	125	111	296
8-9	100	147	129	376
9-10	107	122	162	391
15-16	197	217	151	565
16-17	240	323	192	755
17-18	257	426	171	854
TOTAL	961	1360	916	3237

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	119	15	155
8-9	11	116	22	149
9-10	24	113	20	157
15-16	21	137	43	201
16-17	24	128	32	184
17-18	14	125	26	165
TOTAL	115	738	158	1011

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
451	98	0	81	0
525	85	0	77	0
548	40	0	49	0
766	81	0	34	0
939	45	0	55	0
1019	48	0	57	0
4248	397	0	353	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Broadway

East/West 1st St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	21	43	41	26
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	129	8.15	202	8.15	197	8.00	253	8.30
PM PK 15 MIN	288	17.30	171	17.00	365	17.15	288	17.30
AM PK HOUR	485	8.00	776	7.30	732	8.00	951	7.45
PM PK HOUR	1047	17.00	592	16.30	1268	17.00	1104	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	301	38	380
8-9	41	382	62	485
9-10	27	331	44	402
15-16	43	545	51	639
16-17	40	716	74	830
17-18	56	892	99	1047
TOTAL	248	3167	368	3783

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	39	525	133	697
8-9	49	542	148	739
9-10	47	513	114	674
15-16	37	384	80	501
16-17	40	422	102	564
17-18	41	413	96	550
TOTAL	253	2799	673	3725

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1077	204	0	167	0
1224	228	0	143	0
1076	254	0	179	0
1140	252	0	165	0
1394	313	0	153	0
1597	202	0	83	0
7508	1453	0	890	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	410	15	462
8-9	81	602	49	732
9-10	62	553	41	656
15-16	97	631	28	756
16-17	160	879	45	1084
17-18	224	1006	38	1268
TOTAL	661	4081	216	4958

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	52	726	88	866
8-9	60	725	117	902
9-10	53	484	65	602
15-16	38	488	54	580
16-17	48	609	87	744
17-18	63	942	99	1104
TOTAL	314	3974	510	4798

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1328	159	0	197	0
1634	132	0	299	0
1258	170	0	275	0
1336	172	0	153	0
1828	173	0	212	0
2372	106	0	106	0
9756	912	0	1242	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Spring St

East/West 1st St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	5	94	53	39
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	0.00	346	7.45	192	8.00	213	7.45
PM PK 15 MIN	0	0.00	171	16.15	324	17.15	271	17.15
AM PK HOUR	0	0.00	1359	7.45	695	8.00	833	7.45
PM PK HOUR	0	0.00	661	16.15	1151	17.00	1019	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	49	818	213	1080
8-9	63	1066	197	1326
9-10	83	950	159	1192
15-16	53	421	116	590
16-17	30	451	154	635
17-18	39	470	119	628
TOTAL	317	4176	958	5451

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1080	167	0	101	0
1326	183	0	137	0
1192	261	0	77	0
590	219	0	86	0
635	248	0	96	0
628	194	0	70	0
5451	1272	0	567	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	43	380	67	490
8-9	44	538	113	695
9-10	38	506	95	639
15-16	58	611	54	723
16-17	76	879	51	1006
17-18	87	1009	55	1151
TOTAL	346	3923	435	4704

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	56	691	7	754
8-9	96	696	4	796
9-10	72	442	3	517
15-16	44	455	3	502
16-17	56	573	4	633
17-18	59	960	0	1019
TOTAL	383	3817	21	4221

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1244	124	0	88	0
1491	160	0	104	0
1156	103	0	104	0
1225	75	0	90	0
1639	100	0	145	0
2170	85	0	85	0
8925	647	0	616	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Main St

East/West 1st St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	102	39	56	37
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	166	9.00	0	0.00	159	8.45	223	8.30
PM PK 15 MIN	466	17.00	0	0.00	291	17.15	266	17.30
AM PK HOUR	626	8.30	0	0.00	605	8.00	873	7.45
PM PK HOUR	1708	17.00	0	0.00	1055	17.00	992	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	61	364	66	491
8-9	58	436	73	567
9-10	48	467	89	604
15-16	74	732	89	895
16-17	110	1055	130	1295
17-18	153	1403	152	1708
TOTAL	504	4457	599	5560

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
491	241	0	62	0
567	229	0	137	0
604	368	0	119	0
895	338	0	106	0
1295	338	0	139	0
1708	262	0	107	0
5560	1776	0	670	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	81	347	0	428
8-9	120	485	0	605
9-10	147	448	0	595
15-16	124	541	0	665
16-17	140	778	0	918
17-18	148	907	0	1055
TOTAL	760	3506	0	4266

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	695	67	762
8-9	0	748	94	842
9-10	0	473	104	577
15-16	0	431	81	512
16-17	0	531	90	621
17-18	0	870	122	992
TOTAL	0	3748	558	4306

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1190	98	0	111	0
1447	109	0	150	0
1172	156	0	237	0
1177	118	0	232	0
1539	115	0	196	0
2047	72	0	136	0
8572	668	0	1062	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Los Angeles St

East/West 1st St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	35	24	55	43
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	89	9.45	293	9.00	145	8.45	202	8.30
PM PK 15 MIN	285	17.45	179	17.15	282	17.30	229	17.15
AM PK HOUR	314	9.00	1011	8.15	560	8.00	765	7.45
PM PK HOUR	1042	17.00	618	17.00	1070	17.00	819	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	156	30	227
8-9	40	191	47	278
9-10	53	209	52	314
15-16	52	523	71	646
16-17	50	572	97	719
17-18	97	843	102	1042
TOTAL	333	2494	399	3226

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	62	617	137	816
8-9	97	702	140	939
9-10	86	712	145	943
15-16	83	365	118	566
16-17	69	301	148	518
17-18	90	325	203	618
TOTAL	487	3022	891	4400

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1043	226	0	66	0
1217	244	0	106	0
1257	360	0	87	0
1212	294	0	76	0
1237	264	0	83	0
1660	206	0	66	0
7626	1594	0	484	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	25	289	102	416
8-9	50	417	93	560
9-10	44	372	116	532
15-16	59	498	71	628
16-17	73	759	70	902
17-18	105	908	57	1070
TOTAL	356	3243	509	4108

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	587	38	666
8-9	74	645	38	757
9-10	40	380	36	456
15-16	24	334	59	417
16-17	29	444	50	523
17-18	40	704	75	819
TOTAL	248	3094	296	3638

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1082	109	0	121	0
1317	114	0	170	0
988	76	0	168	0
1045	109	0	123	0
1425	103	0	143	0
1889	62	0	100	0
7746	573	0	825	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Judge John Aiso St

East/West San Pedro St-1st St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	25	17	61	43
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	78	8.30	74	8.15	143	8.15	215	8.15
PM PK 15 MIN	224	17.45	55	15.00	289	17.30	203	17.15
AM PK HOUR	279	8.00	265	7.30	550	8.00	786	7.45
PM PK HOUR	715	17.00	189	16.30	1070	17.00	682	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	56	83	39	178
8-9	88	142	49	279
9-10	49	119	56	224
15-16	63	194	96	353
16-17	78	246	106	430
17-18	195	363	157	715
TOTAL	529	1147	503	2179

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	174	33	223
8-9	23	180	31	234
9-10	18	193	29	240
15-16	14	125	41	180
16-17	26	130	30	186
17-18	20	103	32	155
TOTAL	117	905	196	1218

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
401	63	0	54	0
513	78	0	51	0
464	114	0	61	0
533	185	0	95	0
616	181	0	84	0
870	212	0	108	0
3397	833	0	453	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	265	69	371
8-9	51	380	119	550
9-10	51	355	97	503
15-16	48	513	100	661
16-17	48	775	87	910
17-18	62	914	94	1070
TOTAL	297	3202	566	4065

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	66	591	37	694
8-9	82	647	32	761
9-10	70	386	32	488
15-16	55	307	37	399
16-17	50	399	35	484
17-18	62	582	38	682
TOTAL	385	2912	211	3508

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1065	17	0	57	0
1311	29	0	66	0
991	31	0	67	0
1060	58	0	125	0
1394	64	0	103	0
1752	55	0	127	0
7573	254	0	545	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Central Ave

East/West 1st St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	22	4	54	78
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	60	8.15	0	0.00	112	8.30	227	8.30
PM PK 15 MIN	129	17.45	0	0.00	311	17.30	168	17.15
AM PK HOUR	236	8.00	0	0.00	436	8.00	858	7.45
PM PK HOUR	464	17.00	0	0.00	1136	17.00	617	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	107	0	90	197
8-9	118	0	118	236
9-10	86	0	104	190
15-16	108	0	158	266
16-17	153	0	161	314
17-18	226	0	238	464
TOTAL	798	0	869	1667

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
197	71	0	0	0
236	87	0	0	0
190	59	0	0	0
266	155	0	0	0
314	147	0	0	0
464	167	0	0	0
1667	686	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	224	95	319
8-9	0	279	157	436
9-10	0	266	132	398
15-16	0	491	142	633
16-17	0	768	162	930
17-18	0	963	173	1136
TOTAL	0	2991	861	3852

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	165	571	0	736
8-9	220	632	0	852
9-10	146	420	0	566
15-16	113	294	0	407
16-17	97	341	0	438
17-18	112	487	0	599
TOTAL	853	2745	0	3598

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1055	31	0	14	0
1288	36	0	9	0
964	33	0	21	0
1040	108	0	37	0
1368	125	0	66	0
1735	115	0	34	0
7450	448	0	181	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Alameda St

East/West 1st St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	46	37	56	58
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	216	8.45	305	7.30	104	8.30	180	8.15
PM PK 15 MIN	322	16.45	290	16.30	313	17.45	118	17.15
AM PK HOUR	761	7.30	1178	7.30	400	8.30	632	8.00
PM PK HOUR	1187	16.45	1086	16.00	1192	17.00	421	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	99	603	42	744
8-9	74	610	54	738
9-10	50	576	37	663
15-16	64	817	90	971
16-17	76	857	98	1031
17-18	91	971	116	1178
TOTAL	454	4434	437	5325

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	830	214	1063
8-9	25	868	214	1107
9-10	37	861	164	1062
15-16	34	755	158	947
16-17	58	882	146	1086
17-18	61	712	153	926
TOTAL	234	4908	1049	6191

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1807	60	0	74	0
1845	68	0	87	0
1725	59	0	45	0
1918	82	0	92	0
2117	69	0	143	0
2104	76	0	142	0
11516	414	0	583	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	101	132	63	296
8-9	133	165	86	384
9-10	131	183	66	380
15-16	218	343	91	652
16-17	261	550	113	924
17-18	309	756	127	1192
TOTAL	1153	2129	546	3828

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	440	38	481
8-9	1	582	49	632
9-10	4	355	35	394
15-16	1	171	23	195
16-17	3	219	20	242
17-18	2	356	43	401
TOTAL	14	2123	208	2345

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
777	33	0	86	0
1016	46	0	110	0
774	27	0	70	0
847	57	0	85	0
1166	66	0	110	0
1593	90	0	94	0
6173	319	0	555	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vignes St

East/West 1st St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	12	10	41	50
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	13	7.30	26	9.00	70	8.15	182	8.15
PM PK 15 MIN	32	17.30	36	17.15	259	17.30	119	17.15
AM PK HOUR	34	8.15	82	8.30	240	7.45	677	7.45
PM PK HOUR	113	17.00	116	16.30	925	17.00	414	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	13	13	29
8-9	3	13	11	27
9-10	3	8	15	26
15-16	4	16	27	47
16-17	4	18	58	80
17-18	7	28	78	113
TOTAL	24	96	202	322

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	16	11	38
8-9	15	17	38	70
9-10	15	31	23	69
15-16	29	18	24	71
16-17	56	19	36	111
17-18	54	13	31	98
TOTAL	180	114	163	457

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
67	10	0	6	0
97	4	0	7	0
95	7	0	5	0
118	4	0	3	0
191	7	0	7	0
211	13	0	4	0
779	45	0	32	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	31	151	4	186
8-9	44	178	13	235
9-10	26	179	14	219
15-16	45	372	20	437
16-17	37	613	26	676
17-18	52	848	25	925
TOTAL	235	2341	102	2678

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	38	471	58	567
8-9	63	566	48	677
9-10	32	361	49	442
15-16	21	155	19	195
16-17	21	203	21	245
17-18	22	352	22	396
TOTAL	197	2108	217	2522

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
753	4	0	0	0
912	9	0	0	0
661	8	0	0	0
632	9	0	0	0
921	7	0	0	0
1321	3	0	0	0
5200	40	0	0	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South US-101 NB Ramps

East/West 1st St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	41	64
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	59	8.15	0	0.00	116	7.45	189	7.30
PM PK 15 MIN	69	17.15	0	0.00	172	17.30	93	15.15
AM PK HOUR	198	7.30	0	0.00	342	7.30	613	7.30
PM PK HOUR	237	16.45	0	0.00	629	16.45	326	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	161	2	17	180
8-9	181	0	13	194
9-10	112	2	17	131
15-16	45	1	34	80
16-17	62	2	57	121
17-18	153	6	61	220
TOTAL	714	13	199	926

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
180	48	0	152	0
194	42	0	44	0
131	30	0	25	0
80	98	0	186	0
121	62	0	50	0
220	82	0	47	0
926	362	0	504	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	42	255	0	297
8-9	34	230	0	264
9-10	26	198	0	224
15-16	41	373	0	414
16-17	56	469	0	525
17-18	47	569	0	616
TOTAL	246	2094	0	2340

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	418	116	534
8-9	0	366	93	459
9-10	0	197	74	271
15-16	0	235	70	305
16-17	0	178	71	249
17-18	0	262	56	318
TOTAL	0	1656	480	2136

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
831	0	0	2	0
723	0	0	0	0
495	0	0	2	0
719	0	0	0	0
774	0	0	0	0
934	0	0	0	0
4476	0	0	4	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Main St

East/West 2nd St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	95	24	47	44
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	195	8.30	0	0.00	123	7.30	90	7.45
PM PK 15 MIN	485	17.30	0	0.00	133	17.30	113	17.45
AM PK HOUR	731	8.30	0	0.00	453	7.30	318	7.45
PM PK HOUR	1864	17.00	0	0.00	482	16.45	436	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	83	438	55	576
8-9	90	514	67	671
9-10	81	528	82	691
15-16	84	777	87	948
16-17	120	1161	118	1399
17-18	203	1560	101	1864
TOTAL	661	4978	510	6149

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
576	80	0	92	0
671	102	0	111	0
691	120	0	174	0
948	156	0	128	0
1399	194	0	136	0
1864	96	0	85	0
6149	748	0	726	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	49	337	0	386
8-9	48	374	0	422
9-10	59	323	0	382
15-16	51	266	0	317
16-17	72	337	0	409
17-18	75	405	0	480
TOTAL	354	2042	0	2396

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	214	50	264
8-9	0	254	41	295
9-10	0	183	49	232
15-16	0	273	39	312
16-17	0	327	33	360
17-18	0	396	40	436
TOTAL	0	1647	252	1899

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
650	144	0	82	0
717	167	0	97	0
614	197	0	108	0
629	179	0	122	0
769	167	0	115	0
916	130	0	66	0
4295	984	0	590	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Los Angeles St

East/West 2nd St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	27	42	44	43
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	87	8.00	255	9.00	135	8.30	79	7.45
PM PK 15 MIN	305	17.45	136	15.00	141	17.30	116	17.00
AM PK HOUR	325	7.45	865	8.45	452	7.45	300	7.45
PM PK HOUR	1050	17.00	520	15.00	515	16.45	407	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	231	20	265
8-9	26	261	31	318
9-10	23	239	36	298
15-16	30	431	74	535
16-17	42	498	75	615
17-18	92	870	88	1050
TOTAL	227	2530	324	3081

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	69	497	62	628
8-9	91	607	45	743
9-10	80	691	64	835
15-16	65	390	65	520
16-17	60	356	54	470
17-18	48	337	77	462
TOTAL	413	2878	367	3658

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
893	39	0	52	0
1061	62	0	81	0
1133	66	0	123	0
1055	105	0	108	0
1085	103	0	106	0
1512	89	0	92	0
6739	464	0	562	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	59	276	55	390
8-9	55	310	71	436
9-10	56	245	97	398
15-16	41	248	62	351
16-17	57	328	71	456
17-18	54	373	72	499
TOTAL	322	1780	428	2530

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	191	52	259
8-9	21	225	46	292
9-10	22	139	50	211
15-16	31	223	71	325
16-17	26	261	69	356
17-18	47	278	82	407
TOTAL	163	1317	370	1850

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
649	45	0	82	0
728	48	0	82	0
609	49	0	126	0
676	63	0	89	0
812	71	0	95	0
906	49	0	87	0
4380	325	0	561	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South San Pedro St

East/West 2nd St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	29	18	52	45
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	98	8.00	105	7.45	129	8.30	77	7.45
PM PK 15 MIN	255	17.45	83	16.45	139	17.15	111	17.00
AM PK HOUR	365	8.00	383	7.45	406	7.45	287	7.45
PM PK HOUR	768	17.00	307	16.45	508	17.00	400	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	54	165	33	252
8-9	70	254	41	365
9-10	45	200	55	300
15-16	41	286	58	385
16-17	58	321	51	430
17-18	108	578	82	768
TOTAL	376	1804	320	2500

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	258	18	290
8-9	21	293	33	347
9-10	29	264	32	325
15-16	37	208	39	284
16-17	37	197	46	280
17-18	35	190	51	276
TOTAL	173	1410	219	1802

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
542	32	0	40	0
712	50	0	84	0
625	69	0	122	0
669	111	0	237	0
710	125	0	210	0
1044	138	0	193	0
4302	525	0	886	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	15	207	103	325
8-9	13	217	168	398
9-10	11	200	115	326
15-16	28	277	93	398
16-17	28	316	118	462
17-18	32	364	112	508
TOTAL	127	1581	709	2417

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	25	180	29	234
8-9	42	199	31	272
9-10	37	148	27	212
15-16	47	225	44	316
16-17	40	234	54	328
17-18	41	259	100	400
TOTAL	232	1245	285	1762

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
559	40	0	31	0
670	58	0	63	0
538	54	0	87	0
714	96	0	133	0
790	108	0	109	0
908	110	0	105	0
4179	466	0	528	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Central Ave

East/West 2nd St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	30	41	41	36
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	93	8.45	101	8.00	70	8.45	80	8.30
PM PK 15 MIN	181	17.45	79	15.15	143	17.15	90	17.45
AM PK HOUR	331	8.15	368	7.45	253	8.30	306	8.15
PM PK HOUR	672	17.00	284	15.15	526	17.00	304	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	59	163	22	244
8-9	70	194	61	325
9-10	51	172	66	289
15-16	51	210	98	359
16-17	83	266	106	455
17-18	91	404	177	672
TOTAL	405	1409	530	2344

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	204	34	255
8-9	33	302	31	366
9-10	36	184	37	257
15-16	39	175	64	278
16-17	43	172	41	256
17-18	50	172	60	282
TOTAL	218	1209	267	1694

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
499	27	0	59	0
691	46	0	92	0
546	56	0	108	0
637	170	0	207	0
711	132	0	224	0
954	114	0	173	0
4038	545	0	863	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	13	135	67	215
8-9	13	157	68	238
9-10	19	149	73	241
15-16	35	235	117	387
16-17	34	293	117	444
17-18	45	342	139	526
TOTAL	159	1311	581	2051

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	178	16	235
8-9	51	222	25	298
9-10	45	168	28	241
15-16	40	184	36	260
16-17	37	196	36	269
17-18	26	217	61	304
TOTAL	240	1165	202	1607

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
450	57	0	22	0
536	84	0	46	0
482	54	0	60	0
647	149	0	136	0
713	124	0	116	0
830	176	0	103	0
3658	644	0	483	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Alameda St

East/West 2nd St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	39	45	40	34
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	215	8.45	247	9.00	75	8.45	78	7.45
PM PK 15 MIN	321	16.45	258	16.45	149	17.15	51	17.45
AM PK HOUR	776	7.30	935	8.30	265	8.30	287	7.45
PM PK HOUR	1166	16.45	989	16.00	539	16.45	180	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	69	672	13	754
8-9	77	651	11	739
9-10	49	567	26	642
15-16	102	818	37	957
16-17	114	890	37	1041
17-18	125	982	44	1151
TOTAL	536	4580	168	5284

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	33	759	52	844
8-9	33	813	56	902
9-10	52	771	88	911
15-16	30	728	83	841
16-17	48	863	78	989
17-18	53	679	98	830
TOTAL	249	4613	455	5317

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1598	14	0	21	0
1641	13	0	23	0
1553	22	0	29	0
1798	43	0	53	0
2030	53	0	76	0
1981	29	0	84	0
10601	174	0	286	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	32	63	92	187
8-9	36	74	121	231
9-10	54	80	108	242
15-16	113	110	162	385
16-17	105	146	178	429
17-18	143	214	163	520
TOTAL	483	687	824	1994

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	113	45	209
8-9	64	151	49	264
9-10	45	87	37	169
15-16	33	74	41	148
16-17	38	69	38	145
17-18	36	84	60	180
TOTAL	267	578	270	1115

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
396	16	0	35	0
495	8	0	34	0
411	17	0	32	0
533	34	0	55	0
574	33	0	44	0
700	40	0	48	0
3109	148	0	248	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Los Angeles St

East/West 3rd St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	43	56	36	62
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	85	9.45	237	9.00	0	0.00	538	7.45
PM PK 15 MIN	291	17.45	138	15.30	0	0.00	372	17.30
AM PK HOUR	281	9.00	796	8.45	0	0.00	2008	7.30
PM PK HOUR	949	17.00	496	16.45	0	0.00	1366	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	20	173	0	193
8-9	25	226	0	251
9-10	48	233	0	281
15-16	49	396	0	445
16-17	57	489	0	546
17-18	95	854	0	949
TOTAL	294	2371	0	2665

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	438	93	531
8-9	0	586	85	671
9-10	0	657	121	778
15-16	0	373	122	495
16-17	0	333	138	471
17-18	0	364	120	484
TOTAL	0	2751	679	3430

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
724	34	0	36	0
922	40	0	36	0
1059	52	0	48	0
940	89	0	43	0
1017	79	0	69	0
1433	89	0	74	0
6095	383	0	306	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	183	1599	115	1897
8-9	210	1539	101	1850
9-10	199	1168	77	1444
15-16	110	729	95	934
16-17	125	743	95	963
17-18	129	1073	164	1366
TOTAL	956	6851	647	8454

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1897	19	0	65	0
1850	23	0	61	0
1444	49	0	87	0
934	85	0	78	0
963	73	0	85	0
1366	80	0	97	0
8454	329	0	473	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South San Pedro St

East/West 3rd St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	39	26	24	52
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	87	8.30	146	7.45	0	0.00	572	7.45
PM PK 15 MIN	255	17.45	99	16.30	0	0.00	354	17.15
AM PK HOUR	287	8.30	569	7.45	0	0.00	2208	7.30
PM PK HOUR	776	17.00	376	16.15	0	0.00	1310	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	36	152	0	188
8-9	59	218	0	277
9-10	71	194	0	265
15-16	86	273	0	359
16-17	101	325	0	426
17-18	162	614	0	776
TOTAL	515	1776	0	2291

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	359	44	403
8-9	0	440	84	524
9-10	0	343	71	414
15-16	0	278	92	370
16-17	0	284	71	355
17-18	0	272	86	358
TOTAL	0	1976	448	2424

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
591	28	0	44	0
801	33	0	45	0
679	47	0	50	0
729	81	0	47	0
781	48	0	40	0
1134	83	0	33	0
4715	320	0	259	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	126	1823	99	2048
8-9	178	1796	137	2111
9-10	165	1385	104	1654
15-16	124	743	96	963
16-17	96	763	118	977
17-18	104	1033	173	1310
TOTAL	793	7543	727	9063

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2048	41	0	39	0
2111	64	0	58	0
1654	33	0	65	0
963	76	0	71	0
977	44	0	64	0
1310	39	0	66	0
9063	297	0	363	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South US -101 NB Off Ramp

East/West 4th St

Day: Wednesday Date: June 6, 2012 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	14	23
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	342	7.45	0	0.00	91	7.45	407	7.45
PM PK 15 MIN	181	17.15	0	0.00	280	17.15	153	17.00
AM PK HOUR	1275	7.15	0	0.00	329	7.15	1404	7.30
PM PK HOUR	668	16.45	0	0.00	1031	17.00	559	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1175	0	23	1198
8-9	1099	0	27	1126
9-10	854	0	22	876
15-16	281	0	138	419
16-17	292	0	194	486
17-18	412	0	202	614
TOTAL	4113	0	606	4719

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1198	38	0	39	0
1126	41	0	28	0
876	18	0	19	0
419	39	0	34	0
486	19	0	32	0
614	9	0	30	0
4719	164	0	182	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	316	0	316
8-9	0	312	0	312
9-10	0	317	0	317
15-16	0	626	0	626
16-17	0	802	0	802
17-18	0	1031	0	1031
TOTAL	0	3404	0	3404

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1328	0	1328
8-9	0	1363	0	1363
9-10	0	993	0	993
15-16	0	516	0	516
16-17	0	512	0	512
17-18	0	543	0	543
TOTAL	0	5255	0	5255

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1644	0	0	2	0
1675	0	0	2	0
1310	0	0	1	0
1142	0	0	0	0
1314	0	0	1	0
1574	0	0	0	0
8659	0	0	6	0

APPENDIX C
Related Projects List and Trip Generation

APPENDIX C
RELATED PROJECT TRIP GENERATION

Map #	Project Name	Address	Land Use	Intensity	Calc Basis	Daily	AM Peak Total	AM Peak IN	AM Peak OUT	PM Peak Total	PM Peak IN	PM Peak OUT
1	Bus Maintenance & Inspection Facility	454 E. Commercial St	General Light Industry	87.120	k.s.f.	0	30	27	3	10	2	8
2	Prop Q & F Public Safety Civic Ctr Facility Plan (MTD) [1]	Temple St/Vignes St	Government Building	56	employees	341	31	28	3	39	12	27
3	Mixed-Use Project (Megatoys)	905 E. 2nd St	Condominium Retail	320 18.716	d.u. k.s.f.	1,207	64	11	53	92	62	30
4	Bar/Lounge	701 E. 3rd St	Bar	8.77	k.s.f.	789	0	0	0	66	44	22
5	One Santa Fe Project (Mixed-Use)	300 S. Santa Fe Ave	Apartments Retail Fast-food Restaurant	420 45.000 7.500 7.500	d.u. k.s.f. k.s.f. k.s.f.	8,741	564	113	451	738	480	258
6	AMP Lofts	695 S. Santa Fe Ave,, 2051 E. 7th St	Condominium Retail	182 3.000	d.u. k.s.f.	242	29	5	24	20	14	6
7	Industrial Park	1005 S. Mateo St	Industrial	94.849	k.s.f.	426	49	41	8	49	11	38
8	Hope Condos	1028 S. Hope St	Condo Retail	118 7.000	d.u. k.s.f.	1,013	92	16	76	75	50	25
9	Mangrove Estates Mixed-Use Project	Northeast corner of Alameda St. and 1st St.	Apartment Office Live/Work Community Space Retail	445 500.000 83 25.000 200.000	d.u. k.s.f. d.u. k.s.f. k.s.f.	10,806	771	533	238	1,146	444	702
10	Wholesale mart	1016 S. Towne Ave	Wholesale Market	78.972	k.s.f.	2,100	53	27	26	181	91	90
11	Chinatown Metro Apartments	808 N. Spring St	Senior Apartments	123	d.u.	428	16	6	10	20	12	8
12	Condo Project	810 E. Pico Bl	Condominium	131	d.u.	619	44	8	36	54	37	17
13	Condos & retail (VTT67122)	819 S. Santee St	Condominium Retail	96 7.800	d.u. k.s.f.	838	42	8	34	71	48	23
14	Mixed-Use (Herald Examiner)	146 W. 11th St	Apartment Condominium Office Retail	20 565 32.670 37.600	d.u. d.u. k.s.f. k.s.f.	5,563	346	59	287	565	379	186
15	11th & Hill Project	1115 S. Hill St	Condominium Retail	172 6.850	d.u. k.s.f.	543	-5	-1	-4	43	29	14
16	Mixed-use	1301 S. Olive St	High-rise Condominium Retail	105 4.500	d.u. k.s.f.	810	51	10	41	72	45	27
17	Glass Tower Project	1050 S. Grand Av	Condo Retail Restaurant	151 3.472 2.200	d.u. k.s.f. k.s.f.	973	59	10	49	86	58	28
18	Northeast Tower	315 W. 9th St	Condominium Retail	210 9.000	d.u. k.s.f.	1,100	62	11	51	98	66	32
19	9th/Olive Mixed Use	860 S. Olive St	Condominium Restaurant Retail	353 6.000 18.900	d.u. k.s.f. k.s.f.	2,759	131	23	108	171	115	56
20	Mixed-Use	948 S. Figueroa St	Apartment Retail	156 7.500	d.u. k.s.f.	0	0	0	0	62	41	21
21	FIDM Campus Expansion	939 S. Flower St	College Apartment	95.700 112	k.s.f. d.u.	0	0	0	0	-4	-3	-1
22	Apex (Concerto)	900 S. Figueroa St	Condominium Retail	629 27.000	d.u. k.s.f.	2,624	183	32	151	238	160	78
23	Metropolis Mixed-Use	851 S. Francisco St	Condominium Hotel Retail Office	836 480 46.000 988.255	d.u. room k.s.f. k.s.f.	8,010	625	550	75	898	153	745
24	Embassy Tower	848 S. Grand Av	Condominium Supermarket	420 38.500	d.u. k.s.f.	9,574	478	81	397	939	629	310
25	8th / Hope / Grand Project (Eighth & Grand)	609 W. 8th St	Condominium Hotel Restaurant Retail	225 200 32.000 30.000	d.u. room k.s.f. k.s.f.	4,908	194	97	97	401	269	132
26	8th & Grand Mixed-Use project (Angelena)	W. 8th between Grand Ave and Olive St	Condominium Restaurant Retail	875 10.000 34.061	d.u. k.s.f. k.s.f.	4,162	257	44	213	372	250	122
27	Mixed-used Development	745 S. Spring St	Condominium Retail	247 10.675	d.u. k.s.f.	2,841	132	23	109	256	172	84
28	Citi Corp Plaza Phase III	755 S. Figueroa St	Office	792	k.s.f.	4,677	699	616	83	688	117	571
29	Mixed-use development	610 S. Main St	Restaurant Retail Event Center	13.921 0.726 0.726	k.s.f. k.s.f. k.s.f.	1,429	22	11	11	117	79	38
30	Restaurant, retail, and health club (101-131 E 6th St)	133 E. 6th St	Health Club Restaurant Retail	5.066 11.018 8.927	k.s.f. k.s.f. k.s.f.	1,541	24	12	12	137	92	45
31	6th & Main Residential Project (Shy Barry Tower II)	601 S. Main St	High-rise Condominium Retail	777 25.000	d.u. k.s.f.	3,690	278	53	225	321	200	121
32	Restaurant & Bar	220 W. 9th St	Restaurant	23.000	k.s.f.	2,069	19	9	10	172	115	57

APPENDIX C
RELATED PROJECT TRIP GENERATION

Map #	Project Name	Address	Land Use	Intensity	Calc Basis	Daily	AM Peak Total	AM Peak IN	AM Peak OUT	PM Peak Total	PM Peak IN	PM Peak OUT
33	Center Land (El Dorado)	418 S. Spring St	High-rise Condominium Hotel Bar Restaurant/Retail Spa	96 122 3.500 10.000 2.000	d.u. room k.s.f. k.s.f. k.s.f.	2,202	154	94	60	184	98	86
34	Park Fifth Project	501 S. Olive St	Condominium Restaurant Retail	900 19.200 19.000	d.u. k.s.f. k.s.f.	5,109	296	51	245	437	293	144
35	Wilshire Grand Redevelopment [2]	930 Wilshire Bl	Condo Hotel Office Restaurant	100 560 1,500.000 255.000	d.u. rooms k.s.f. k.s.f.	3,624	800	725	75	858	94	764
36	Mixed-use development	1027 W. Wilshire Bl	Condominium Retail	402 4.728	d.u. k.s.f.	1,498	113	20	93	136	92	44
37	Mixed-use (Holland Partners)	1111 W. Wilshire Bl	Apartment Retail	214 7.743	d.u. k.s.f.	1,728	67	13	54	106	69	37
38	Office	1130 W. Wilshire Bl	Office	86.844	k.s.f.	530	103	91	12	83	15	68
39	Bixel & LucasProject	1136 W. 6th St	Apartment Retail	725 39.999	d.u. k.s.f.	3,800	230	46	184	341	222	119
40	Amacoan Project	1133 Hope St	Condo Restaurant	159 6.827	d.u. k.s.f.	1,063	51	9	42	92	62	30
41	The Advant	13404-1360 S. Figueroa St 1355-1365 S. Flower St	Apartment	440	d.u.	2,926	224	45	179	273	177	96
42	Farmers Field [3]	L.A. Live Way/Chick Hearn Ct	Stadium	72,000	seats	n/a	n/a	n/a	n/a	10,002	9,777	225
43	Theater/Restaurant	650 S. Spring St	Theater	40.000	k.s.f.	960	n/a	n/a	n/a	87	44	43
44	LAUSD - Central LA High School #12	1211 W. Miramar St	High School	500	students	855	210	143	67	0	0	0
45	Mixed-use	1234 W. 3rd St	Apartment Retail	363 7.740	d.u. k.s.f.	1,691	113	23	90	141	92	49
46	Kawada Tower (Zen)	250 S. Hill St	Condominium Retail	330 12.000	d.u. k.s.f.	1,551	124	22	102	138	93	45
47	Marriott - South Park	Olympic bl and Francisco St	Hotel	392	rooms	3,203	220	134	86	231	122	109
48	Vibiana Lofts	225 S. Los Angeles St	Condominium Retail	300 3.400	d.u. k.s.f.	1,910	224	39	185	126	85	41
49	Little Tokyo Block 8 Project	200 S. Los Angeles St	Condominium Apartment Retail	570 280 50.000	d.u. d.u. k.s.f.	4,688	276	47	229	365	245	120
50	Federal Office Building & Federal Courthouse	southwest corner of 1st St and Broadway	Government Office	775	k.s.f.	15,146	1,200	1,068	132	1,547	480	1,067
51	Union Station Master Plan - Phase 1 [4]	Union Station	Office Retail Restaurant	900.000 136.000 100.000	k.s.f. k.s.f. k.s.f.	3,516 4,404 2,954	495 132 27	436 79 14	59 53 13	495 269 246	84 118 165	411 151 81
52	Hall of Justice	211 W. Temple St	Hall of Justice Bldg	456.900	k.s.f.	1,052	152	136	16	146	46	100
53	Grand Avenue Implementation Plan [5]	100 S. Grand Av Parcel Q, Parcel W, Parcel L/M-2	Apartment Condominium Hotel Retail Government Office	412 1,648 275 449.000 681.000	d.u. d.u. room k.s.f. k.s.f.	24,640	1,551	833	718	2,464	1,120	1,344
54	Boyle Heights Mixed Use Phases 1 & 2 [6]	2901 E. Olympic Bl	Apartments/Condo Retail Office Medical Office	2,102 174.000 75.000 25.000	d.u. k.s.f. k.s.f. k.s.f.	11,434	803	161	642	1,113	723	390
55	Beverly + Lucas Project	1430 W. Beverly Bl	Apartment	157	d.u.	867	66	14	52	80	52	28
56	LAUSD CLAHS #11 HRD/PDC	1200 W. Colton St	Office	25.5	k.s.f.	653	92	82	10	95	30	65
57	LA Dodger Stadium the Next 50 Years	1000 W. Elysian Park Ave	Retail Restaurant Museum Office	23.750 38.490 35.570 138.565	k.s.f. k.s.f. k.s.f. k.s.f.	6,201	292	235	57	580	257	323
58	Mixed-use (Da Vinci)	327 N. Fremont Av	Apartment Retail	600 30.000	d.u. k.s.f.	3,568	212	43	169	355	231	124
59	New Medical Office (Good Samaritan)	1239 W. Wilshire Bl	Medical Office	56.450	k.s.f.	2,040	140	111	29	210	57	153
60	Condominium Project	456 Witmer St	Condominium	39	d.u.	227	17	3	14	20	13	7
61	Bunker Hill Mixed-Use	720 W. Cesar E Chavez Av	Condominium Restaurant Retail	272 8.000 6.431	d.u. k.s.f. k.s.f.	1,639	112	20	92	147	99	48
62	Chinatown Gateway Project	639 N. Broadway	Apartment Retail	280 22.000	d.u. k.s.f.	2,665	152	31	121	247	161	86
63	Lotus Garden	715 N. Yale St	Apartment	65	d.u.	437	34	7	27	40	26	14
64	Apartment Project	833 W. Bartlett Street	Apartment	16	d.u.	108	9	2	7	10	7	3

APPENDIX C
RELATED PROJECT TRIP GENERATION

Map #	Project Name	Address	Land Use	Intensity	Calc Basis	Daily	AM Peak Total	AM Peak IN	AM Peak OUT	PM Peak Total	PM Peak IN	PM Peak OUT
65	Hai Wei Condominiums (TT67738)	855 N. Figueroa Terr	Condominium	102	d.u.	598	45	8	37	53	36	17
66	Blossom Plaza - Mixed use project	900 N. Broadway	Condos Retail Restaurant	223 25.000 15.000	d.u. k.s.f. k.s.f.	3,374	184	31	153	220	147	73
67	Chinatown condos	1101 N. Main St	Condominium	300	d.u.	1,102	71	13	58	87	59	28
68	Mixed Use	710 S. Grand Av	Apartments Retail Restaurant	700 27.000 5.000	d.u. k.s.f. k.s.f.	6,262	362	72	290	524	341	183
69	Lucas Ave & 7th St Mixed-Use	1135 W. 7th St	Condo Retail	130 7.037	d.u. k.s.f.	1,064	94	16	78	64	43	21
70	Witmer Project	1247 W. 7th St	Condo Retail	186 7.200	d.u. k.s.f.	1,486	13	2	11	68	46	22
71	Mixed Use	1150 S. Grand Av	Condo Retail Restaurant	351 12.500 12.500	d.u. k.s.f. k.s.f.	2,881	215	37	178	245	164	81
72	Mixed-Use Project	1435 W. 3rd St	Apartment Retail	122 5.000	d.u. k.s.f.	769	55	11	44	70	46	25
73	Bowling Alley	333 S. Alameda St		40.800	k.s.f.	n/a	n/a	n/a	n/a	53	19	34
74	Condominium Project	1340 S. Olive St	Condominium	150	d.u.	872	66	11	55	78	52	26
75	Broadway Apartment Complex	806 S. Broadway	Apartment	9	d.u.	60	5	1	4	6	4	2
76	Title Insurance Building	433 S. Spring St	Condominium	250	d.u.	1,453	110	19	91	130	87	43
77	Banco Popular Building	354 S. Spring St	Apartment	212	d.u.	1,410	108	22	86	131	85	46
78	Hotel Clark Building	426 S. Hill St	Hotel	347	rooms	2,835	194	118	76	205	109	96
79	Omni Tower	888 S. Olive St	Apartment	283	d.u.	1,882	144	29	115	175	114	61
80	PWC Family Housing	153 N. Glendale Bl	Apartment	45	d.u.	299	23	5	18	28	18	10
81	Walmart - Chinatown	701 W. Cesar Chavez Ave	Supermarket	33.000	k.s.f.	3,374	118	72	46	347	177	170
82	MWD Building	1111 Sunset Bl	Apartment	92	d.u.	612	47	9	38	57	37	20
83	Artist Lofts	4th St east of Alameda St	Apartment	53	d.u.	352	27	5	22	33	21	12
84	Brockman Lofts	530 W. 7th St	Apartment	82	d.u.	545	42	8	34	51	33	18
85	Chester Williams Building	Broadway/5th St	Apartment	88	d.u.	585	45	9	36	55	36	19
86	Gallery Lofts	120-130 S. Hewitt St	Condominium	33	d.u.	192	15	3	12	17	11	6
87	Gateway Apartments [7]	southwest corner San Pedro/5th St	Apartment	108	d.u.	359	28	3	25	33	11	22
88	New Genesis [7]	458 S. Main St	Apartment	106	d.u.	352	27	3	24	33	11	22
89	Seven and Bridge	712 Santa Fe Ave	Apartment	78	d.u.	519	40	8	32	48	31	17
90	Star Apartments [7]	240 E. 6th St	Apartment	102	d.u.	339	26	3	23	32	10	22
91	Winston Building	117 Winston St	Apartment	43	d.u.	286	22	4	18	27	18	9
92	ACE Hotel (United Artists Theater)	933 S. Broadway	Hotel	180	rooms	1,471	101	62	39	106	56	50
93	The Broad [8]	Grand Ave/GTK Way	Museum	93.000	k.s.f.	419	37	28	9	57	2	55
94	Mixed Use	845 S. Figueroa St	Office Supermarket	75.000 25.000	k.s.f. k.s.f.	826 2,556	116 90	102 55	14 35	112 263	19 134	93 129
95	Sparkle Factory	908 S. Broadway	Retail Manufacturing	3.000 20.800	k.s.f. k.s.f.	133 79	4 15	2 12	2 3	8 15	4 5	4 10
96	Art Park [9]	southeast corner of Judge John Aiso St and Temple St	Park	--	acres	--	--	--	--	--	--	--

Source: LADOT provided the list of area projects and trip generation, unless otherwise noted.

[1] Traffic and Parking Study for the Public Safety Facilities Master Plan, November 2004.

[2] DEIR Wilshire Grand Redevelopment Project, July 2010.

[3] DEIR Convention and Event Center Project, April 2012.

[5] Project development based on maximum allowable development per the Alameda District Specific Plan, June 18, 1996. Trip rates in the Alameda District Specific Plan were used to calculate the trip generation.

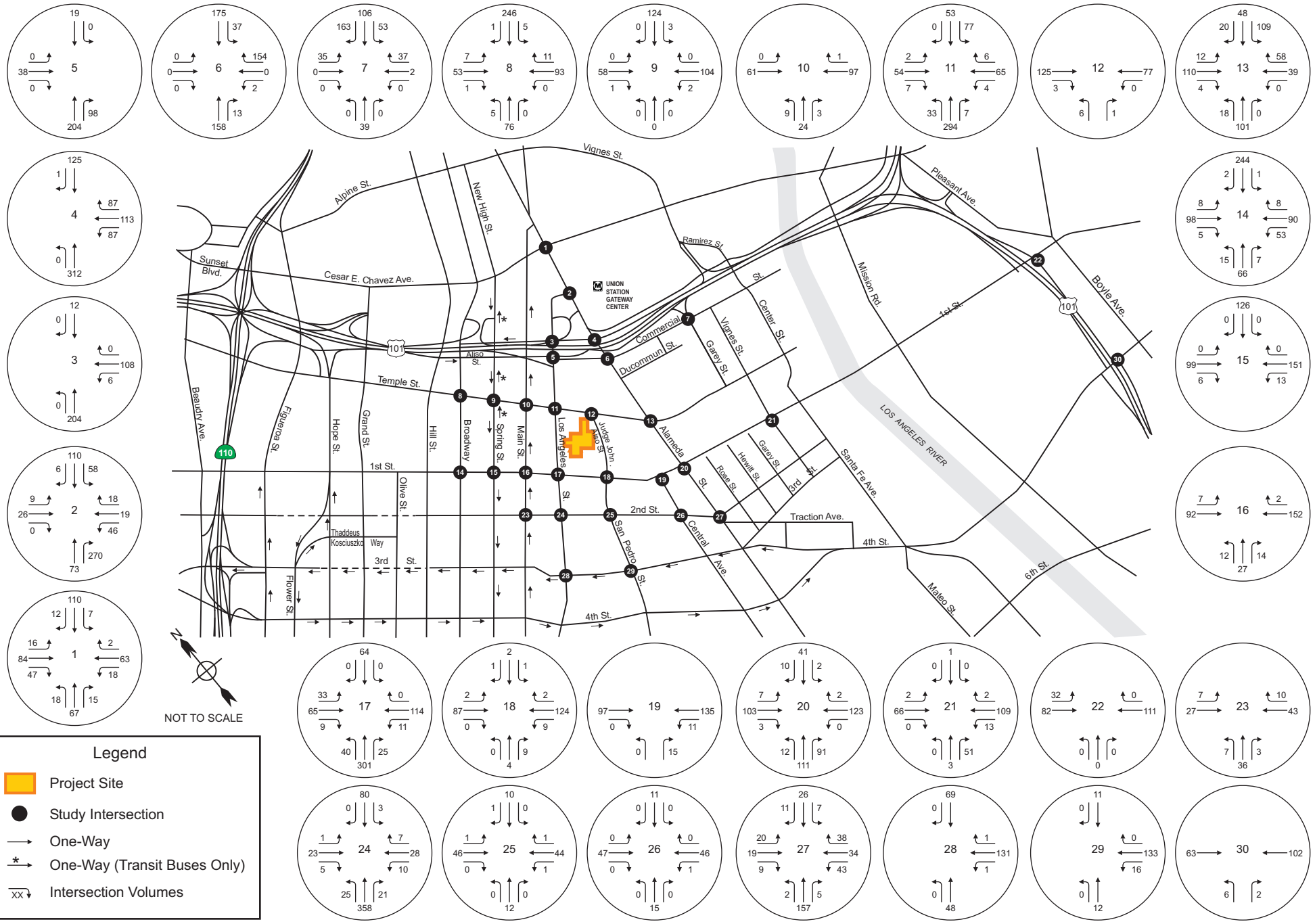
[5] Daily trips estimated by multiplying PM peak hour trips by 10.

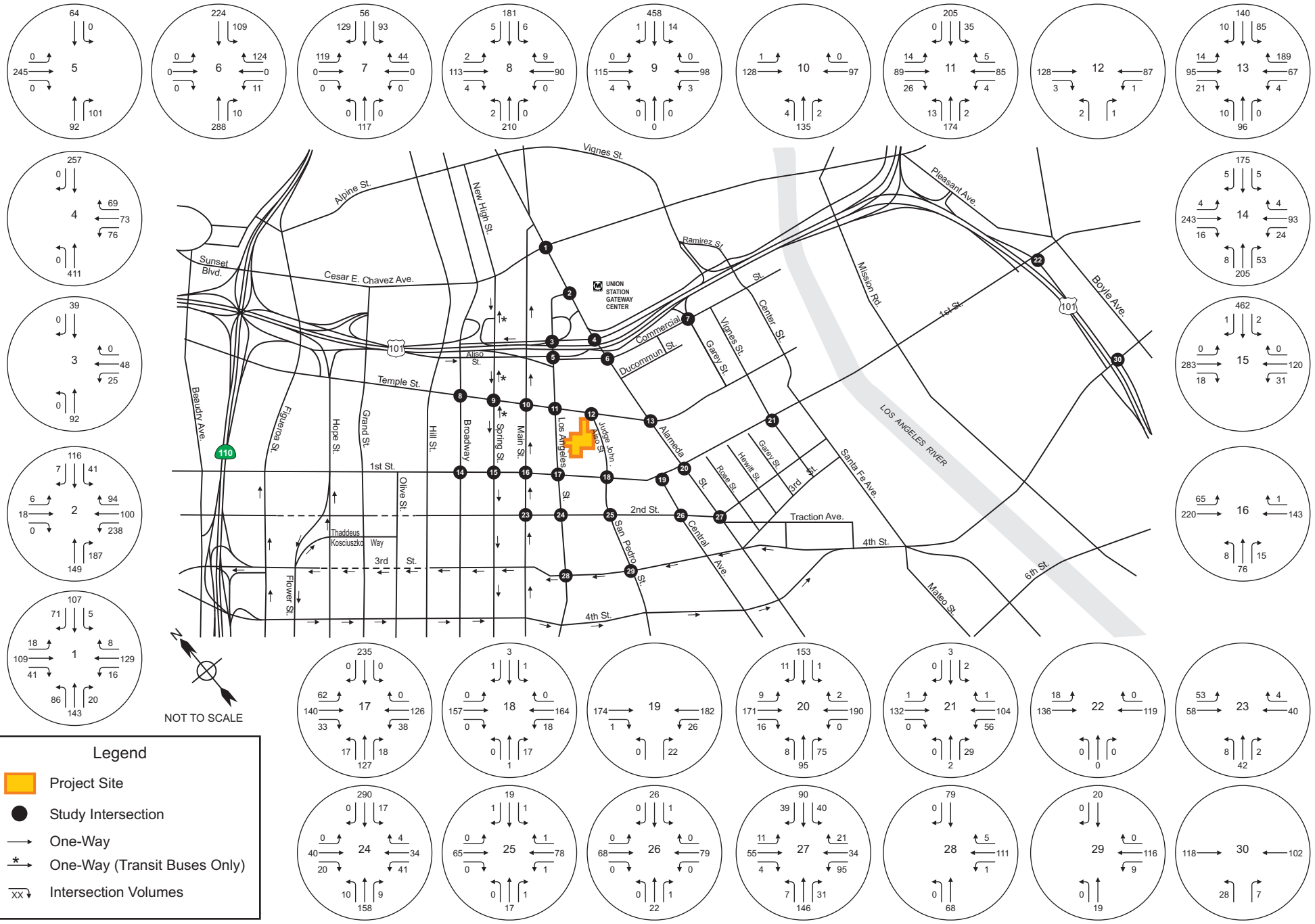
[6] Trip generation is for Phase 1 (2017) and Phase 2 (2021).

[7] Trip generation was reduced by 50% for affordable housing project for homeless.

[8] Trip rates from DEIR Simon Wiesenthal Center Museum of Tolerance, City of Los Angeles, November 2008.

[9] The park is assumed to be an amenity to the surrounding area. Thus, no new vehicle trips are assumed for the park.


Vignes St.
Alpine St.
New High St.
Pleasant Ave.
Ramirez St.
Sunset Blvd.
Cesar E. Chavez Ave.
UNION STATION GATEWAY CENTER
Commercial St.
Ducommun St.
Garey St.
Vignes St.
Center St.
Mission Rd
1st St.
Boyle Ave
101
Aliso St.
Temple St.
Beaudry Ave.
Figueroa St.
Hope St.
Grand St.
Hill St.
Broadway
Spring St.
Main St.
Los Angeles St.
Judge John Aiso St.
Alameda St.
Rose St.
Hewitt St.
3rd St.
Santa Fe Ave.
LOS ANGELES RIVER
110
1st St.
Olive St.
2nd St.
Traction Ave.
4th St.
6th St.
Thaddeus Kosciuszko Way
3rd St.
San Pedro St.
Central Ave.
Flower St.
Mateo St.
NOT TO SCALE
Legend
Project Site
Study Intersection
One-Way
One-Way (Transit Buses Only)
Intersection Volumes
KOA CORPORATION
PLANNING & ENGINEERING
LA Street Civic Building EIR
Appendix C-1
Related Projects Trip Only AM Peak Hour Traffic Volumes


Vignes St.
Alpine St.
New High St.
Sunset Blvd.
Cesar E. Chavez Ave.
Ramirez St.
Pleasant Ave.
Mission Rd
1st St.
Boyle Ave
Commercial St.
Ducommun St.
Garey St.
Vignes St.
Center St.
Aliso St.
Temple St.
Beaudry Ave.
Figueroa St.
Hope St.
Grand St.
Hill St.
Broadway
Spring St.
Main St.
Los Angeles St.
Judge John Aiso St.
Alameda
1st St.
Olive St.
2nd St.
3rd St.
4th St.
Traction Ave.
Santa Fe Ave.
Central Ave.
San Pedro St.
Mateo St.
6th St.
Rose St.
Hewitt St.
LOS ANGELES RIVER
Thaddeus Kosciuszko Way
Flower St.
UNION STATION GATEWAY CENTER
101
110
NOT TO SCALE
Legend
Project Site
Study Intersection
One-Way
One-Way (Transit Buses Only)
Intersection Volumes
KOA CORPORATION
PLANNING & ENGINEERING
LA Street Civic Building EIR
Appendix C-2
Related Projects Trip Only PM Peak Hour Traffic Volumes

APPENDIX D
Intersection LOS Worksheets
For Project Alternative 1

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
1	East-West Street:	Cesar E. Chavez Avenue	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	1	**78**	0	78	**78**	18	101	1	**101**	0	101	1	**101**	0	101	1	**101**
	Left-Through		0							0				0				0	
	Through	331	2	146	1	332	146	67	418	2	182	1	419	2	183	0	419	2	183
	Through-Right		1							1				1				1	
	Right	106	0	106	1	107	107	15	128	0	128	1	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	78	1	78	0	78	78	7	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	1217	2	**480**	11	1228	**484**	110	1402	2	**550**	11	1413	2	**554**	-2	1411	2	**553**
	Through-Right		1							1				1				1	
	Right	223	0	223	0	223	223	12	249	0	249	0	249	0	249	0	249	0	249
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	61	1	**61**	0	61	**61**	16	81	1	**81**	0	81	1	**81**	0	81	1	**81**
	Left-Through		0							0				0				0	
	Through	477	2	239	0	477	239	84	590	2	295	0	590	2	295	0	590	2	295
	Through-Right		0							0				0				0	
	Right	123	1	84	0	123	84	47	178	1	128	0	178	1	128	0	178	1	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	171	1	171	5	176	176	18	200	1	200	5	205	1	205	-1	204	1	204
	Left-Through		0							0				0				0	
	Through	1101	2	**380**	0	1101	**380**	63	1232	2	**425**	0	1232	2	**425**	0	1232	2	**425**
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	2	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		558	*North-South:*		562	*North-South:*			651	*North-South:*			655	*North-South:*			654
		East-West:		441	*East-West:*		441	*East-West:*			506	*East-West:*			506	*East-West:*			506
		SUM:		999	*SUM:*		1003	*SUM:*			1157	*SUM:*			1161	*SUM:*			1160
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.729				0.841				0.844				0.844
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.657**			**0.659**				**0.741**				**0.744**				**0.744**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
1	East-West Street:	Cesar E. Chavez Avenue	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	138	0	138	138	86	232	1	**232**	0	232	1	**232**	0	232	1	**232**
	Left-Through		0							0				0				0	
	Through	1054	2	**398**	11	1065	**403**	143	1262	2	477	11	1273	2	482	-2	1271	2	481
	Through-Right		1							1				1				1	
	Right	139	0	139	5	144	144	20	168	0	168	5	173	0	173	-1	172	0	172
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	81	1	**81**	0	81	**81**	5	91	1	91	0	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	680	2	267	5	685	269	107	829	2	**343**	5	834	2	**344**	-1	833	2	**344**
	Through-Right		1							1				1				1	
	Right	121	0	121	0	121	121	71	199	0	199	0	199	0	199	0	199	0	199
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	93	1	93	0	93	93	18	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	974	2	**487**	0	974	**487**	109	1143	2	**572**	0	1143	2	**572**	0	1143	2	**572**
	Through-Right		0							0				0				0	
	Right	164	1	95	0	164	95	41	215	1	99	0	215	1	99	0	215	1	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	121	1	**121**	2	123	**123**	16	144	1	**144**	2	146	1	**146**	0	146	1	**146**
	Left-Through		0							0				0				0	
	Through	1130	2	406	0	1130	406	129	1329	2	476	0	1329	2	476	0	1329	2	476
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	8	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		479	*North-South:*		484	*North-South:*			575	*North-South:*			576	*North-South:*			576
		East-West:		608	*East-West:*		610	*East-West:*			716	*East-West:*			718	*East-West:*			718
		SUM:		1087	*SUM:*		1094	*SUM:*			1291	*SUM:*			1294	*SUM:*			1294
VOLUME/CAPACITY *(V/C)* RATIO:				0.791			0.796				0.939				0.941				0.941
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.726				0.839				0.841				0.841
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
2	East-West Street:	Los Angeles Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4				4				4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2		
Override Capacity			0			0			0				0				0		

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	432	2	187	1	433	187	73	532	2	266	1	533	2	267	0	533	2	267
Through-Right		1							1				1				1	
Right	129	0	129	0	129	129	270	407	0	323	0	407	0	323	0	407	0	323
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	88	1	88	0	88	88	58	151	1	151	0	151	1	151	0	151	1	151
Left-Through		0							0				0				0	
Through	1140	2	**466**	11	1151	**471**	110	1320	2	**533**	11	1331	2	**539**	-2	1329	2	**538**
Through-Right		1							1				1				1	
Right	258	0	258	5	263	263	6	280	0	280	5	285	0	285	-1	284	0	284
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	55	1	30	1	56	31	9	67	1	37	1	68	1	37	0	68	1	37
Left-Through		1							1				1				1	
Through	34	0	**50**	0	34	**50**	26	62	0	**79**	0	62	0	**79**	0	62	0	**79**
Through-Right		1							1				1				1	
Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	116	0	**116**	0	116	**116**	46	169	0	**169**	0	169	0	**169**	0	169	0	**169**
Left-Through		1							1				1				1	
Through	67	1	67	0	67	67	19	90	1	90	0	90	1	90	0	90	1	90
Through-Right		0							0				0				0	
Right	36	1	0	0	36	0	18	56	1	0	0	56	1	0	0	56	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		466	*North-South:*		471	*North-South:*			533	*North-South:*			539	*North-South:*			538
	East-West:		166	*East-West:*		166	*East-West:*			248	*East-West:*			248	*East-West:*			248
	SUM:		632	*SUM:*		637	*SUM:*			781	*SUM:*			787	*SUM:*			786
VOLUME/CAPACITY *(V/C)* RATIO:			0.460			0.463				0.568				0.572				0.572
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.390			0.393				0.468				0.472				0.472
LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.004 — Δ*v/c* after mitigation: 0.004

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
2	East-West Street:	Los Angeles Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	872	2	**335**	11	883	**338**	149	1075	2	**467**	11	1086	2	**471**	-2	1084	2	**470**
	Through-Right		1							1				1				1	
	Right	132	0	132	0	132	132	187	327	0	327	0	327	0	327	0	327	0	327
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	84	1	**84**	0	84	**84**	41	130	1	**130**	0	130	1	**130**	0	130	1	**130**
	Left-Through		0							0				0				0	
	Through	826	2	312	5	831	314	116	993	2	372	5	998	2	375	-1	997	2	374
	Through-Right		1							1				1				1	
	Right	110	0	110	2	112	112	7	124	0	124	2	126	0	126	0	126	0	126
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	344	1	**189**	5	349	**192**	6	371	1	**204**	5	376	1	**207**	-1	375	1	**206**
	Left-Through		1							1				1				1	
	Through	79	0	111	0	79	111	18	102	0	136	0	102	0	136	0	102	0	136
	Through-Right		1							1				1				1	
	Right	32	0	32	0	32	32	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	161	0	**161**	0	161	**161**	238	409	0	**409**	0	409	0	**409**	0	409	0	**409**
	Left-Through		1							1				1				1	
	Through	74	1	74	0	74	74	100	179	1	179	0	179	1	179	0	179	1	179
	Through-Right		0							0				0				0	
	Right	79	1	37	0	79	37	94	178	1	113	0	178	1	113	0	178	1	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		419	*North-South:*		422	*North-South:*			597	*North-South:*			601	*North-South:*			600
		East-West:		350	*East-West:*		353	*East-West:*			613	*East-West:*			616	*East-West:*			615
		SUM:		769	*SUM:*		775	*SUM:*			1210	*SUM:*			1217	*SUM:*			1215
VOLUME/CAPACITY *(V/C)* RATIO:				0.559			0.564				0.880				0.885				0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.489**			**0.494**				**0.780**				**0.785**				**0.784**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
3	East-West Street:	Arcadia Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	**26**	0	26	**26**	0	28	1	**28**	0	28	1	**28**	0	28	1	**28**
	Left-Through		0							0				0				0	
	Through	180	2	90	13	193	97	204	395	2	198	13	408	2	204	-2	406	2	203
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	322	1	**173**	5	327	**176**	12	354	1	**190**	5	359	1	**192**	-1	358	1	**192**
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	312	0	312	14	326	326	6	337	0	337	14	351	0	351	-3	348	0	348
	Left-Through		1							1				1				1	
	Through	963	1	**432**	0	963	**437**	108	1130	1	**497**	0	1130	1	**501**	0	1130	1	**500**
	Through-Right		1							1				1				1	
	Right	22	0	432	0	22	437	0	23	0	497	0	23	0	501	0	23	0	500
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		199	*North-South:*		202	*North-South:*			218	*North-South:*			220	*North-South:*			220
		East-West:		432	*East-West:*		437	*East-West:*			497	*East-West:*			501	*East-West:*			500
		SUM:		631	*SUM:*		639	*SUM:*			715	*SUM:*			721	*SUM:*			720
VOLUME/CAPACITY *(V/C)* RATIO:				0.421			0.426				0.477				0.481				0.480
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.351**			**0.356**				**0.377**				**0.381**				**0.380**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Oct-11
3	East-West Street:	Arcadia Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	89	1	89	0	89	89	0	94	1	94	0	94	1	94	0	94	1	94
Left-Through		0							0				0				0	
Through	719	2	**360**	101	820	**410**	92	855	2	**428**	101	956	2	**478**	-19	937	2	**469**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	134	1	89	2	136	90	39	181	1	114	2	183	1	115	0	183	1	115
Through-Right		1							1				1				1	
Right	44	0	44	0	44	44	0	47	0	47	0	47	0	47	0	47	0	47
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	105	0	105	6	111	111	25	136	0	136	6	142	0	142	-1	141	0	141
Left-Through		1							1				1				1	
Through	729	1	**284**	0	729	**286**	48	822	1	**325**	0	822	1	**327**	0	822	1	**327**
Through-Right		1							1				1				1	
Right	17	0	284	0	17	286	0	18	0	325	0	18	0	327	0	18	0	327
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		360	*North-South:*		410	*North-South:*			428	*North-South:*			478	*North-South:*			469
	East-West:		284	*East-West:*		286	*East-West:*			325	*East-West:*			327	*East-West:*			327
	SUM:		644	*SUM:*		696	*SUM:*			753	*SUM:*			805	*SUM:*			796
VOLUME/CAPACITY *(V/C)* RATIO:			0.429			0.464				0.502				0.537				0.531
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.359			0.394				0.402				0.437				0.431
LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.035 — Δ*v/c* after mitigation: 0.029

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
4	East-West Street:	US-101 NB off-ramp/Arcadia Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	0	27	**27**	0	29	1	**29**	0	29	1	**29**	0	29	1	**29**
	Left-Through		0							0				0				0	
	Through	757	3	252	1	758	253	312	1116	3	372	1	1117	3	372	0	1117	3	372
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	904	2	**324**	11	915	**328**	125	1085	2	**386**	11	1096	2	**390**	-2	1094	2	**389**
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	1	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	485	1	485	35	520	520	87	602	1	602	35	637	1	637	-7	630	1	630
	Left-Through		1							1				1				1	
	Through	1201	1	**601**	14	1215	**608**	113	1388	1	**694**	14	1402	1	**701**	-3	1399	1	**700**
	Through-Right		1							1				1				1	
	Right	112	0	112	0	112	112	87	206	0	206	0	206	0	206	0	206	0	206
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		351	*North-South:*		355	*North-South:*			415	*North-South:*			419	*North-South:*			418
		East-West:		601	*East-West:*		608	*East-West:*			694	*East-West:*			701	*East-West:*			700
		SUM:		952	*SUM:*		963	*SUM:*			1109	*SUM:*			1120	*SUM:*			1118
VOLUME/CAPACITY *(V/C)* RATIO:				0.635			0.642				0.739				0.747				0.745
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.565**			**0.572**				**0.639**				**0.647**				**0.645**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
4	East-West Street:	US-101 NB off-ramp/Arcadia Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	22	1	22	0	22	22	0	23	1	23	0	23	1	23	0	23	1	23
Left-Through		0							0				0				0	
Through	1624	3	**541**	11	1635	**545**	411	2135	3	**712**	11	2146	3	**715**	-2	2144	3	**715**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	727	2	253	5	732	255	257	1029	2	355	5	1034	2	356	-1	1033	2	356
Through-Right		1							1				1				1	
Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	371	1	371	16	387	387	76	470	1	**457**	16	486	1	**465**	-3	483	1	**463**
Left-Through		1							1				1				1	
Through	781	1	**391**	6	787	**394**	73	902	1	457	6	908	1	465	-1	907	1	463
Through-Right		1							1				1				1	
Right	138	0	138	0	138	138	69	215	0	215	0	215	0	215	0	215	0	215
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		541	*North-South:*		545	*North-South:*			712	*North-South:*			715	*North-South:*			715
	East-West:		391	*East-West:*		394	*East-West:*			457	*East-West:*			465	*East-West:*			463
	SUM:		932	*SUM:*		939	*SUM:*			1169	*SUM:*			1180	*SUM:*			1178
VOLUME/CAPACITY *(V/C)* RATIO:			0.621			0.626				0.779				0.787				0.785
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.551**			**0.556**				**0.679**				**0.687**				**0.685**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
5	East-West Street:	Aliso Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 SB--		0	NB-- 2 SB--		0	NB-- 2 SB--		0		NB-- 2 SB--		0		NB-- 2 SB--		0	
		EB-- 2 WB--		0	EB-- 2 WB--		0	EB-- 2 WB--		0		EB-- 2 WB--		0		EB-- 2 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	219	2	110	13	232	116	204	436	2	218	13	449	2	225	-2	447	2	224
	Through-Right		0							0				0				0	
	Right	145	1	145	4	149	149	98	252	1	252	4	256	1	256	-1	255	1	255
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		1							1				1				1	
	Through	612	1	**310**	19	631	**320**	19	669	1	**343**	19	688	1	**352**	-4	684	1	**350**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		1							1				1				1	
	Through	381	1	**175**	0	381	**175**	38	442	1	**198**	0	442	1	**198**	0	442	1	**198**
	Through-Right		1							1				1				1	
	Right	130	0	175	0	130	175	0	138	0	198	0	138	0	198	0	138	0	198
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		310			320		*North-South:*		343				352				350
		East-West:		175			175		*East-West:*		198				198				198
		SUM:		485			495		*SUM:*		541				550				548
	VOLUME/CAPACITY *(V/C)* RATIO:			0.323			0.330				0.361				0.367				0.365
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.253			0.260				0.261				0.267				0.265
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.006 — Δ*v/c* after mitigation: 0.004

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
5	East-West Street:	Aliso Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 2	SB--	0	NB-- 2	SB--	0		NB-- 2	SB--	0		NB-- 2	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	775	2	**388**	101	876	**438**	92	915	2	458	101	1016	2	508	-19	997	2	499
	Through-Right		0							0				0				0	
	Right	380	1	380	36	416	416	101	504	1	**504**	36	540	1	**540**	-7	533	1	**533**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	2	0	**2**	0	2	**2**	0	2	0	**2**	0	2	0	**2**	0	2	0	**2**
	Left-Through		1							1				1				1	
	Through	237	1	125	9	246	129	64	316	1	164	9	325	1	169	-2	323	1	168
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	37	0	37	0	37	37	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		1							1				1				1	
	Through	911	1	**323**	0	911	**323**	245	1212	1	**424**	0	1212	1	**424**	0	1212	1	**424**
	Through-Right		1							1				1				1	
	Right	20	0	323	0	20	323	0	21	0	424	0	21	0	424	0	21	0	424
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*			390			440			*North-South:*	506				542				535
	East-West:			323			323			*East-West:*	424				424				424
	SUM:			713			763			*SUM:*	930				966				959
VOLUME/CAPACITY *(V/C)* RATIO:				0.475			0.509				0.620				0.644				0.639
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.405**			**0.439**				**0.520**				**0.544**				**0.539**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.024	Δ*v/c* after mitigation:	0.019
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street/Aliso Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
6	East-West Street:	Commercial Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 SB--	EB-- 0 WB--	0 / 2	NB-- 1 SB--	EB-- 0 WB--	0 / 2	NB-- 1 SB--	EB-- 0 WB--	0 / 2		NB-- 1 SB--	EB-- 0 WB--	0 / 2		NB-- 1 SB--	EB-- 0 WB--	0 / 2	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	596	3	199	1	597	199	158	791	3	264	1	792	3	264	0	792	3	264
	Through-Right		0							0				0				0	
	Right	119	1	0	2	121	0	13	139	1	0	2	141	1	0	0	141	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	108	1	108	0	108	108	37	152	1	152	0	152	1	152	0	152	1	152
	Left-Through		0							0				0				0	
	Through	1309	3	**436**	46	1355	**452**	175	1565	3	**522**	46	1611	3	**537**	-9	1602	3	**534**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	50	2	28	0	50	28	0	53	2	29	0	53	2	29	0	53	2	29
	Left-Through		0							0				0				0	
	Through	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Through-Right		0							0				0				0	
	Right	129	1	**129**	0	129	**129**	0	137	1	**137**	0	137	1	**137**	0	137	1	**137**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	182	1	**182**	0	182	**182**	2	195	1	195	0	195	1	195	0	195	1	195
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	143	1	143	0	143	143	154	306	1	**306**	0	306	1	**306**	0	306	1	**306**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		436	*North-South:*		452	*North-South:*			522	*North-South:*			537	*North-South:*			534
		East-West:		311	*East-West:*		311	*East-West:*			443	*East-West:*			443	*East-West:*			443
		SUM:		747	*SUM:*		763	*SUM:*			965	*SUM:*			980	*SUM:*			977
VOLUME/CAPACITY *(V/C)* RATIO:				0.524			0.535				0.677				0.688				0.686
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.454**			**0.465**				**0.577**				**0.588**				**0.586**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street/Aliso Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
6	East-West Street:	Commercial Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 1	SB--	0	NB-- 1	SB--	0		NB-- 1	SB--	0		NB-- 1	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2		EB-- 0	WB--	2		EB-- 0	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1175	3	**392**	11	1186	**395**	288	1535	3	**512**	11	1546	3	**515**	-2	1544	3	**515**
	Through-Right		0							0				0				0	
	Right	313	1	0	14	327	0	10	342	1	0	14	356	1	0	-3	353	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	114	1	**114**	0	114	**114**	109	230	1	**230**	0	230	1	**230**	0	230	1	**230**
	Left-Through		0							0				0				0	
	Through	977	3	326	21	998	333	224	1261	3	420	21	1282	3	427	-4	1278	3	426
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	335	2	**184**	0	335	**184**	0	356	2	**196**	0	356	2	**196**	0	356	2	**196**
	Left-Through		0							0				0				0	
	Through	172	1	172	0	172	172	0	183	1	183	0	183	1	183	0	183	1	183
	Through-Right		0							0				0				0	
	Right	52	1	52	0	52	52	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	94	1	94	0	94	94	11	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	145	1	**145**	0	145	**145**	124	278	1	**278**	0	278	1	**278**	0	278	1	**278**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		506	*North-South:*		509	*North-South:*			742	*North-South:*			745	*North-South:*			745
		East-West:		329	*East-West:*		329	*East-West:*			474	*East-West:*			474	*East-West:*			474
		SUM:		835	*SUM:*		838	*SUM:*			1216	*SUM:*			1219	*SUM:*			1219
VOLUME/CAPACITY *(V/C)* RATIO:				0.586			0.588				0.853				0.855				0.855
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.516**			**0.518**				**0.753**				**0.755**				**0.755**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — **Δ*v/c* after mitigation:** 0.002

Significant impacted? NO — **Fully mitigated?** N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Garey Street/US-101 SB On/off Ramps	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
7	East-West Street:	Commercial Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		1							1				1				1	
	Through	24	0	**16**	0	24	**16**	39	64	0	**37**	0	64	0	**37**	0	64	0	**37**
	Through-Right		1							1				1				1	
	Right	6	0	16	0	6	16	0	6	0	37	0	6	0	37	0	6	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	141	0	141	0	141	141	53	203	0	203	0	203	0	203	0	203	0	203
	Left-Through		1							1				1				1	
	Through	50	0	**191**	0	50	**191**	106	159	0	**362**	0	159	0	**362**	0	159	0	**362**
	Through-Right		0							0				0				0	
	Right	235	1	187	0	235	186	163	412	1	351	0	412	1	350	0	412	1	350
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	177	2	**97**	2	179	**98**	35	223	2	**123**	2	225	2	**124**	0	225	2	**124**
	Left-Through		0							0				0				0	
	Through	42	0	52	0	42	52	0	45	0	56	0	45	0	56	0	45	0	56
	Through-Right		1							1				1				1	
	Right	10	0	0	0	10	0	0	11	0	0	0	11	0	0	0	11	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	64	1	**64**	0	64	**64**	2	70	1	**70**	0	70	1	**70**	0	70	1	**70**
	Through-Right		1							1				1				1	
	Right	66	0	0	0	66	0	37	107	0	6	0	107	0	6	0	107	0	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		207	*North-South:*		207	*North-South:*			399	*North-South:*			399	*North-South:*			399
		East-West:		161	*East-West:*		162	*East-West:*			193	*East-West:*			194	*East-West:*			194
		SUM:		368	*SUM:*		369	*SUM:*			592	*SUM:*			593	*SUM:*			593
VOLUME/CAPACITY *(V/C)* RATIO:				0.268			0.268				0.431				0.431				0.431
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.198**			**0.198**				**0.331**				**0.331**				**0.331**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Garey Street/US-101 SB On/off Ramps	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
7	East-West Street:	Commercial Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4					4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1				1					1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0		NB-- 0 SB--	EB-- 0 WB--	0		NB-- 0 SB--	EB-- 0 WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
Override Capacity			0			0			0				0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	0	9	9	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		1							1				1				1	
	Through	364	0	**196**	0	364	**196**	117	503	0	**271**	0	503	0	**271**	0	503	0	**271**
	Through-Right		1							1				1				1	
	Right	18	0	196	0	18	196	0	19	0	271	0	19	0	271	0	19	0	271
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	40	0	40	0	40	40	93	135	0	135	0	135	0	135	0	135	0	135
	Left-Through		1							1				1				1	
	Through	9	0	**49**	0	9	**49**	56	66	0	**201**	0	66	0	**201**	0	66	0	**201**
	Through-Right		0							0				0				0	
	Right	99	1	0	0	99	0	129	234	1	30	0	234	1	26	0	234	1	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	587	2	**323**	14	601	**331**	119	742	2	**408**	14	756	2	**416**	-3	753	2	**414**
	Left-Through		0							0				0				0	
	Through	62	0	73	0	62	73	0	66	0	78	0	66	0	78	0	66	0	78
	Through-Right		1							1				1				1	
	Right	11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
	Left-Through		1							1				1				1	
	Through	45	1	23	0	45	23	0	48	1	24	0	48	1	24	0	48	1	24
	Through-Right		1							1				1				1	
	Right	197	0	**177**	0	197	**177**	44	253	0	**186**	0	253	0	**186**	0	253	0	**186**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		245	*North-South:*		245	*North-South:*			472	*North-South:*			472		*North-South:*		472
		East-West:		500	*East-West:*		508	*East-West:*			594	*East-West:*			602		*East-West:*		600
		SUM:		745	*SUM:*		753	*SUM:*			1066	*SUM:*			1074		*SUM:*		1072
VOLUME/CAPACITY *(V/C)* RATIO:				0.542			0.548				0.775				0.781				0.780
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.472			0.478				0.675				0.681				0.680
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.006 — Δ*v/c* after mitigation: 0.005

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Broadway	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
8	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2			2			2
Override Capacity			0			0			0				0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	**77**	0	77	**77**	5	87	1	**87**	0	87	1	**87**	0	87	1	**87**
	Left-Through		0							0				0				0	
	Through	309	2	135	0	309	135	76	404	2	169	0	404	2	169	0	404	2	169
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	0	102	0	102	0	102	0	102	0	102	0	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	88	3	91	91	5	98	1	98	3	101	1	101	-1	100	1	100
	Left-Through		0							0				0				0	
	Through	760	1	**496**	0	760	**496**	246	1053	1	**650**	0	1053	1	**650**	0	1053	1	**650**
	Through-Right		1							1				1				1	
	Right	232	0	232	0	232	232	1	247	0	247	0	247	0	247	0	247	0	247
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	45	1	45	0	45	45	7	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	476	1	**279**	16	492	**287**	53	558	1	323	16	574	1	331	-3	571	1	329
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	1	87	0	87	0	87	0	87	0	87	0	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	40	1	**40**	0	40	**40**	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0							0				0				0	
	Through	452	1	251	2	454	252	93	573	1	**319**	2	575	1	**320**	0	575	1	**320**
	Through-Right		1							1				1				1	
	Right	50	0	50	0	50	50	11	64	0	64	0	64	0	64	0	64	0	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		573	*North-South:*		573	*North-South:*			737	*North-South:*			737	*North-South:*			737
		East-West:		319	*East-West:*		327	*East-West:*			374	*East-West:*			375	*East-West:*			375
		SUM:		892	*SUM:*		900	*SUM:*			1111	*SUM:*			1112	*SUM:*			1112
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.655				0.808				0.809				0.809
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.579**			**0.585**				**0.708**				**0.709**				**0.709**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Broadway	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
8	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	0	82	82	2	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	1101	2	387	0	1101	387	210	1379	2	481	0	1379	2	481	0	1379	2	481
	Through-Right		1							1				1				1	
	Right	59	0	59	0	59	59	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	1	36	1	37	37	6	44	1	44	1	45	1	45	0	45	1	45
	Left-Through		0							0				0				0	
	Through	433	1	315	0	433	315	181	641	1	428	0	641	1	428	0	641	1	428
	Through-Right		1							1				1				1	
	Right	197	0	197	0	197	197	5	214	0	214	0	214	0	214	0	214	0	214
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	79	1	79	0	79	79	2	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	653	1	342	7	660	345	113	806	1	421	7	813	1	425	-1	812	1	424
	Through-Right		1							1				1				1	
	Right	30	0	30	0	30	30	4	36	0	36	0	36	0	36	0	36	0	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	1	31	0	31	31	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	747	1	424	16	763	433	90	883	1	499	16	899	1	509	-3	896	1	507
	Through-Right		1							1				1				1	
	Right	100	0	100	3	103	103	9	115	0	115	3	118	0	118	-1	117	0	117
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		423	North-South:		424	North-South:			525	North-South:			526	North-South:			526
		East-West:		503	East-West:		512	East-West:			585	East-West:			595	East-West:			593
		SUM:		926	SUM:		936	SUM:			1110	SUM:			1121	SUM:			1119
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.681				0.807				0.815				0.814
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.603			0.611				0.707				0.715				0.714
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.008 — Δ*v/c* after mitigation: 0.007

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Spring Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
9	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	**1**	0	1	**1**	0	1	0	**1**	0	1	0	**1**	0	1	0	**1**
	Left-Through		1							1				1				1	
	Through	43	0	26	0	43	26	0	46	0	28	0	46	0	28	0	46	0	28
	Through-Right		1							1				1				1	
	Right	3	0	26	0	3	26	0	3	0	28	0	3	0	28	0	3	0	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	55	0	55	3	58	58	3	61	0	61	3	64	0	64	-1	63	0	63
	Left-Through		1							1				1				1	
	Through	1208	2	**421**	0	1208	**422**	124	1406	2	**489**	0	1406	2	**490**	0	1406	2	**490**
	Through-Right		0							0				0				0	
	Right	98	1	98	0	98	98	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		1							1				1				1	
	Through	521	0	**340**	19	540	**349**	58	611	0	**390**	19	630	0	**399**	-4	626	0	**397**
	Through-Right		1							1				1				1	
	Right	154	0	340	0	154	349	1	164	0	390	0	164	0	399	0	164	0	397
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	1	**46**	0	46	**46**	2	51	1	**51**	0	51	1	**51**	0	51	1	**51**
	Left-Through		0							0				0				0	
	Through	445	1	223	2	447	224	104	576	1	288	2	578	1	289	0	578	1	289
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		422	*North-South:*		423	*North-South:*			490	*North-South:*			491	*North-South:*			491
		East-West:		386	*East-West:*		395	*East-West:*			441	*East-West:*			450	*East-West:*			448
		SUM:		808	*SUM:*		818	*SUM:*			931	*SUM:*			941	*SUM:*			939
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.574				0.653				0.660				0.659
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.497**			**0.504**				**0.553**				**0.560**				**0.559**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Spring Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
9	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		1							1				1				1	
	Through	91	0	47	0	91	47	0	97	0	50	0	97	0	50	0	97	0	50
	Through-Right		1							1				1				1	
	Right	3	0	47	0	3	47	0	3	0	50	0	3	0	50	0	3	0	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	23	0	23	1	24	24	14	38	0	38	1	39	0	39	0	39	0	39
	Left-Through		1							1				1				1	
	Through	480	2	**168**	0	480	**168**	458	968	2	**335**	0	968	2	**336**	0	968	2	**336**
	Through-Right		0							0				0				0	
	Right	80	1	80	0	80	80	1	86	1	86	0	86	1	86	0	86	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		1							1				1				1	
	Through	695	0	**380**	9	704	**385**	115	853	0	**463**	9	862	0	**468**	-2	860	0	**467**
	Through-Right		1							1				1				1	
	Right	65	0	380	0	65	385	4	73	0	463	0	73	0	468	0	73	0	467
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	77	1	**77**	0	77	**77**	3	85	1	**85**	0	85	1	**85**	0	85	1	**85**
	Left-Through		0							0				0				0	
	Through	816	1	409	19	835	418	98	964	1	483	19	983	1	492	-4	979	1	490
	Through-Right		1							1				1				1	
	Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		168	*North-South:*		168	*North-South:*			335	*North-South:*			336	*North-South:*			336
		East-West:		457	*East-West:*		462	*East-West:*			548	*East-West:*			553	*East-West:*			552
		SUM:		625	*SUM:*		630	*SUM:*			883	*SUM:*			889	*SUM:*			888
VOLUME/CAPACITY *(V/C)* RATIO:				0.439			0.442				0.620				0.624				0.623
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.369**			**0.372**				**0.520**				**0.524**				**0.523**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
10	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		3	3		3	3		3	3	3		3	3	3				3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0	0		0	0	0		0	0	0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0
	ATSAC-1 or ATSAC+ATCS-2?		1	1		1	1		2	2	2		2	2	2				2
	Override Capacity		0	0		0	0		0	0	0		0	0	0				0
NORTHBOUND	Left	65	0	65	0	65	65	9	78	0	78	0	78	0	78	0	78	0	78
	Left-Through		1							1				1				1	
	Through	455	3	130	0	455	130	24	507	3	146	0	507	3	146	0	507	3	146
	Through-Right		0							0				0				0	
	Right	151	1	**151**	0	151	**151**	3	163	1	**163**	0	163	1	**163**	0	163	1	**163**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	79	1	**79**	0	79	**79**	0	84	1	**84**	0	84	1	**84**	0	84	1	**84**
	Left-Through		0							0				0				0	
	Through	526	2	263	22	548	274	61	619	2	310	22	641	2	321	-4	637	2	319
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	372	1	**214**	2	374	**215**	97	492	1	**276**	2	494	1	**277**	0	494	1	**277**
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	1	60	0	60	0	60	0	60	0	60	0	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	151		*North-South:*	151		*North-South:*	163			*North-South:*	163			*North-South:*			163
		East-West:	293		*East-West:*	294		*East-West:*	360			*East-West:*	361			*East-West:*			361
		SUM:	444		*SUM:*	445		*SUM:*	523			*SUM:*	524			*SUM:*			524
	VOLUME/CAPACITY *(V/C)* RATIO:		0.312			0.312			0.367				0.368						0.368
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.242**			**0.242**			**0.267**				**0.268**						**0.268**
	LEVEL OF SERVICE (LOS):		**A**			**A**			**A**				**A**						**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 **Δ*v/c* after mitigation:** 0.001

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
10	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	0	200	0	200	200	4	216	0	216	0	216	0	216	0	216	0	216
	Left-Through		1							1				1				1	
	Through	1423	3	**406**	0	1423	**406**	135	1646	3	**466**	0	1646	3	**466**	0	1646	3	**466**
	Through-Right		0							0				0				0	
	Right	120	1	120	0	120	120	2	129	1	129	0	129	1	129	0	129	1	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	93	1	**93**	0	93	**93**	1	100	1	**100**	0	100	1	**100**	0	100	1	**100**
	Left-Through		0							0				0				0	
	Through	618	2	309	10	628	314	128	784	2	392	10	794	2	397	-2	792	2	396
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	695	1	**406**	19	714	**417**	97	835	1	**479**	19	854	1	**490**	-4	850	1	**488**
	Through-Right		1							1				1				1	
	Right	116	0	116	3	119	119	0	123	0	123	3	126	0	126	-1	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		406	*North-South:*		406	*North-South:*			466	*North-South:*			466	*North-South:*			466
		East-West:		499	*East-West:*		510	*East-West:*			579	*East-West:*			590	*East-West:*			588
		SUM:		905	*SUM:*		916	*SUM:*			1045	*SUM:*			1056	*SUM:*			1054
VOLUME/CAPACITY *(V/C)* RATIO:				0.635			0.643				0.733				0.741				0.740
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.565**			**0.573**				**0.633**				**0.641**				**0.640**
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
11	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Scenario:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2			2			2
Override Capacity			0			0			0				0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	0	34	**34**	33	69	1	**69**	0	69	1	69	0	69	1	**69**
	Left-Through		0							0				0				0	
	Through	242	2	121	1	243	122	294	551	2	276	1	552	2	**276**	0	552	2	276
	Through-Right		0							0				0				0	
	Right	38	1	0	0	38	0	7	47	1	1	0	47	1	1	0	47	1	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	107	1	107	114	221	221	77	191	1	191	114	305	1	**305**	-21	284	1	284
	Left-Through		0							0				0				0	
	Through	881	2	**441**	0	881	**441**	53	988	2	**494**	0	988	2	494	0	988	2	**494**
	Through-Right		0							0				0				0	
	Right	99	1	77	0	99	77	0	105	1	80	0	105	1	80	0	105	1	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	45	1	45	0	45	45	2	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	370	1	**312**	22	392	**323**	54	447	1	**362**	22	469	1	**373**	-4	465	1	**371**
	Through-Right		1							1				1				1	
	Right	253	0	253	0	253	253	7	276	0	276	0	276	0	276	0	276	0	276
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	83	1	**83**	0	83	**83**	4	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	294	2	147	3	297	149	65	377	2	189	3	380	2	190	0	380	2	190
	Through-Right		0							0				0				0	
	Right	128	1	75	16	144	34	6	142	1	47	16	158	1	6	-3	155	1	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	475		*North-South:*	475		*North-South:*	563			*North-South:*	581			*North-South:*	563		
		East-West:	395		*East-West:*	406		*East-West:*	454			*East-West:*	465			*East-West:*	463		
		SUM:	870		*SUM:*	881		*SUM:*	1017			*SUM:*	1046			*SUM:*	1026		
VOLUME/CAPACITY *(V/C)* RATIO:			0.580			0.587			0.678				0.697				0.684		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.510			0.517			0.578				0.597			TDM	0.584		
LEVEL OF SERVICE (LOS):			A			A			A				A				A		

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.019 — Δ*v/c* after mitigation: 0.006

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
11	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	84	0	84	84	13	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	916	2	**458**	8	924	**462**	174	1146	2	**573**	8	1154	2	**577**	-2	1152	2	**576**
	Through-Right		0							0				0				0	
	Right	41	1	20	0	41	20	2	46	1	22	0	46	1	22	0	46	1	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	74	1	**74**	52	126	**126**	35	114	1	**114**	52	166	1	**166**	-10	156	1	**156**
	Left-Through		0							0				0				0	
	Through	287	2	144	0	287	144	205	510	2	255	0	510	2	255	0	510	2	255
	Through-Right		0							0				0				0	
	Right	143	1	108	0	143	108	0	152	1	108	0	152	1	108	0	152	1	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	71	1	71	0	71	71	14	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	582	1	**339**	10	592	**344**	89	707	1	**418**	10	717	1	**423**	-2	715	1	**422**
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	26	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	42	1	**42**	0	42	**42**	4	49	1	**49**	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	600	2	300	22	622	311	85	722	2	361	22	744	2	372	-4	740	2	370
	Through-Right		0							0				0				0	
	Right	169	1	132	129	298	235	5	184	1	127	129	313	1	230	-24	289	1	211
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		532	*North-South:*		588	*North-South:*			687	*North-South:*			743	*North-South:*			732
		East-West:		381	*East-West:*		386	*East-West:*			467	*East-West:*			472	*East-West:*			471
		SUM:		913	*SUM:*		974	*SUM:*			1154	*SUM:*			1215	*SUM:*			1203
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.649				0.769				0.810				0.802
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.539**			**0.579**				**0.669**				**0.710**			TDM	**0.702**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**C**				**C**

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.041	Δ*v/c* after mitigation:	0.033
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Judge John Aiso Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
12	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	2	**57**	19	122	**67**	6	115	2	**63**	19	134	2	**74**	-3	131	2	**72**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	84	1	19	3	87	0	1	90	1	21	3	93	1	0	-1	92	1	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	366	1	**266**	0	366	**334**	125	514	1	**346**	0	514	1	**414**	0	514	1	**402**
	Through-Right		1							1				1				1	
	Right	165	0	165	136	301	301	3	178	0	178	136	314	0	314	-25	289	0	289
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	130	1	**130**	49	179	**179**	0	138	1	**138**	49	187	1	**187**	-9	178	1	**178**
	Left-Through		0							0				0				0	
	Through	398	2	199	0	398	199	77	499	2	250	0	499	2	250	0	499	2	250
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		57	*North-South:*		67	*North-South:*			63	*North-South:*			74	*North-South:*			72
		East-West:		396	*East-West:*		513	*East-West:*			484	*East-West:*			601	*East-West:*			580
		SUM:		453	*SUM:*		580	*SUM:*			547	*SUM:*			675	*SUM:*			652
VOLUME/CAPACITY *(V/C)* RATIO:				0.302			0.387				0.365				0.450				0.435
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.232**			**0.317**				**0.265**				**0.350**				**0.335**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.085	Δ*v/c* after mitigation:	0.070
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Judge John Aiso Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
12	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	234	2	**129**	151	385	**212**	2	250	2	**138**	151	401	2	**221**	-28	373	2	**205**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	143	1	84	27	170	100	1	153	1	90	27	180	1	106	-5	175	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	670	1	**370**	0	670	**401**	128	839	1	**458**	0	839	1	**489**	0	839	1	**483**
	Through-Right		1							1				1				1	
	Right	70	0	70	62	132	132	3	77	0	77	62	139	0	139	-12	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	118	1	**118**	22	140	**140**	1	126	1	**126**	22	148	1	**148**	-4	144	1	**144**
	Left-Through		0							0				0				0	
	Through	541	2	271	0	541	271	87	661	2	331	0	661	2	331	0	661	2	331
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		129	*North-South:*		212	*North-South:*			138	*North-South:*			221	*North-South:*			205
		East-West:		488	*East-West:*		541	*East-West:*			584	*East-West:*			637	*East-West:*			627
		SUM:		617	*SUM:*		753	*SUM:*			722	*SUM:*			858	*SUM:*			832
	VOLUME/CAPACITY *(V/C)* RATIO:			0.411			0.502				0.481				0.572				0.555
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.341**			**0.432**				**0.381**				**0.472**				**0.455**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.091	Δ*v/c* after mitigation:	0.074
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
13	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB-- 0	0	NB-- 2	SB-- 0	0	NB-- 2	SB-- 0	0		NB-- 2	SB-- 0	0		NB-- 2	SB-- 0	0	
	EB-- 0	WB-- 2	2	EB-- 0	WB-- 2	2	EB-- 0	WB-- 2	2		EB-- 0	WB-- 2	2		EB-- 0	WB-- 2	2	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	141	1	**141**	0	141	**141**	18	168	1	**168**	0	168	1	**168**	0	168	1	**168**
	Left-Through		0							0				0				0	
	Through	630	1	316	0	630	316	101	770	1	386	0	770	1	386	0	770	1	386
	Through-Right		1							1				1				1	
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	26	1	26	0	26	26	109	137	1	137	0	137	1	137	0	137	1	137
	Left-Through		0							0				0				0	
	Through	1064	2	**532**	0	1064	**532**	48	1177	2	**589**	0	1177	2	**589**	0	1177	2	**589**
	Through-Right		0							0				0				0	
	Right	360	1	322	46	406	367	20	402	1	356	46	448	1	400	-9	439	1	392
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	76	1	**76**	3	79	**79**	12	93	1	**93**	3	96	1	**96**	-1	95	1	**95**
	Left-Through		0							0				0				0	
	Through	136	1	127	0	136	127	110	254	1	191	0	254	1	191	0	254	1	191
	Through-Right		1							1				1				1	
	Right	117	0	117	0	117	117	4	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	115	1	**67**	3	118	**69**	39	161	1	**120**	3	164	1	**121**	-1	163	1	**121**
	Through-Right		1							1				1				1	
	Right	19	0	19	0	19	19	58	78	0	78	0	78	0	78	0	78	0	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	673		*North-South:*	673		*North-South:*	757			*North-South:*	757			*North-South:*	757		
		East-West:	143		*East-West:*	148		*East-West:*	213			*East-West:*	217			*East-West:*	216		
		SUM:	816		*SUM:*	821		*SUM:*	970			*SUM:*	974			*SUM:*	973		
VOLUME/CAPACITY *(V/C)* RATIO:			0.593			0.597			0.705				0.708				0.708		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.523**			**0.527**			**0.605**				**0.608**				**0.608**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**B**				**B**				**B**		

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Oct-11
13	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 SB-- 0 EB-- 0 WB-- 2			NB-- 2 SB-- 0 EB-- 0 WB-- 2			NB-- 2 SB-- 0 EB-- 0 WB-- 2				NB-- 2 SB-- 0 EB-- 0 WB-- 2				NB-- 2 SB-- 0 EB-- 0 WB-- 2			
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	107	1	107	0	107	107	10	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0							0				0				0	
	Through	1170	1	586	0	1170	586	96	1338	1	670	0	1338	1	670	0	1338	1	670
	Through-Right		1							1				1				1	
	Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	50	1	50	0	50	50	85	138	1	138	0	138	1	138	0	138	1	138
	Left-Through		0							0				0				0	
	Through	841	2	421	0	841	421	140	1033	2	517	0	1033	2	517	0	1033	2	517
	Through-Right		0							0				0				0	
	Right	331	1	211	21	352	220	10	361	1	227	21	382	1	235	-4	378	1	234
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	240	1	240	25	265	265	14	269	1	269	25	294	1	294	-5	289	1	289
	Left-Through		0							0				0				0	
	Through	431	1	312	3	434	313	95	553	1	389	3	556	1	391	-1	555	1	390
	Through-Right		1							1				1				1	
	Right	192	0	192	0	192	192	21	225	0	225	0	225	0	225	0	225	0	225
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	1	24	0	24	24	4	29	1	29	0	29	1	29	0	29	1	29
	Left-Through		0							0				0				0	
	Through	127	1	81	1	128	81	67	202	1	202	1	203	1	203	0	203	1	203
	Through-Right		1							1				1				1	
	Right	34	0	34	0	34	34	189	225	0	225	0	225	0	225	0	225	0	225
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		636	North-South:		636	North-South:			808	North-South:			808	North-South:			808
		East-West:		336	East-West:		346	East-West:			494	East-West:			519	East-West:			514
		SUM:		972	SUM:		982	SUM:			1302	SUM:			1327	SUM:			1322
	VOLUME/CAPACITY (V/C) RATIO:			0.707			0.714				0.947				0.965				0.961
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.637			0.644				0.847				0.865				0.861
	LEVEL OF SERVICE (LOS):			B			B				D				D				D

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.018 — Δ*v/c* after mitigation: 0.014

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Broadway	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
14	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	**41**	0	41	**41**	15	59	1	**59**	0	59	1	**59**	0	59	1	**59**
	Left-Through		0							0				0				0	
	Through	382	2	148	0	382	148	66	472	2	182	0	472	2	182	0	472	2	182
	Through-Right		1							1				1				1	
	Right	62	0	62	0	62	62	7	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	49	1	49	0	49	49	1	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	542	1	**345**	0	542	**345**	244	819	1	**489**	0	819	1	**489**	0	819	1	**489**
	Through-Right		1							1				1				1	
	Right	148	0	148	0	148	148	2	159	0	159	0	159	0	159	0	159	0	159
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	81	1	**81**	0	81	**81**	8	94	1	**94**	0	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	602	2	301	14	616	308	98	737	2	369	14	751	2	376	-3	748	2	374
	Through-Right		0							0				0				0	
	Right	49	1	29	0	49	29	5	57	1	28	0	57	1	28	0	57	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	60	1	60	0	60	60	53	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	725	2	**363**	2	727	**364**	90	860	2	**430**	2	862	2	**431**	0	862	2	**431**
	Through-Right		0							0				0				0	
	Right	117	1	93	0	117	93	8	132	1	106	0	132	1	106	0	132	1	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		386	*North-South:*		386	*North-South:*			548	*North-South:*			548	*North-South:*			548
		East-West:		444	*East-West:*		445	*East-West:*			524	*East-West:*			525	*East-West:*			525
		SUM:		830	*SUM:*		831	*SUM:*			1072	*SUM:*			1073	*SUM:*			1073
VOLUME/CAPACITY *(V/C)* RATIO:				0.582			0.583				0.752				0.753				0.753
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.512**			**0.513**				**0.652**				**0.653**				**0.653**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Broadway	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
14	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	56	0	56	56	8	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	892	2	330	0	892	330	205	1152	2	437	0	1152	2	437	0	1152	2	437
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	53	158	0	158	0	158	0	158	0	158	0	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	1	41	0	41	41	5	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	413	1	255	0	413	255	175	613	1	360	0	613	1	360	0	613	1	360
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	5	107	0	107	0	107	0	107	0	107	0	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	224	1	224	0	224	224	4	242	1	242	0	242	1	242	0	242	1	242
	Left-Through		0							0				0				0	
	Through	1006	2	503	6	1012	506	243	1311	2	656	6	1317	2	659	-1	1316	2	658
	Through-Right		0							0				0				0	
	Right	38	1	10	0	38	10	16	56	1	23	0	56	1	23	0	56	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	63	1	63	0	63	63	24	91	1	91	0	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	942	2	471	14	956	478	93	1093	2	547	14	1107	2	554	-3	1104	2	552
	Through-Right		0							0				0				0	
	Right	99	1	79	0	99	79	4	109	1	85	0	109	1	85	0	109	1	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		371	North-South:		371	North-South:			486	North-South:			486	North-South:			486
		East-West:		695	East-West:		702	East-West:			789	East-West:			796	East-West:			794
		SUM:		1066	SUM:		1073	SUM:			1275	SUM:			1282	SUM:			1280
VOLUME/CAPACITY (V/C) RATIO:				0.748			0.753				0.895				0.900				0.898
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.678			0.683				0.795				0.800				0.798
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Spring Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
15	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	58	0	58	0	58	58	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through		1							1				1				1	
	Through	1088	2	**382**	0	1088	**382**	126	1281	2	**448**	0	1281	2	**448**	0	1281	2	**448**
	Through-Right		0							0				0				0	
	Right	213	1	193	0	213	193	0	226	1	204	0	226	1	204	0	226	1	204
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	41	1	**41**	0	41	**41**	0	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	507	2	254	14	521	261	99	637	2	319	14	651	2	326	-3	648	2	324
	Through-Right		0							0				0				0	
	Right	105	1	105	0	105	105	6	117	1	117	0	117	1	117	0	117	1	117
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	93	0	93	93	13	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0							0				0				0	
	Through	736	2	**368**	2	738	**369**	151	932	2	**466**	2	934	2	**467**	0	934	2	**467**
	Through-Right		0							0				0				0	
	Right	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		382	*North-South:*		382	*North-South:*			448	*North-South:*			448	*North-South:*			448
		East-West:		409	*East-West:*		410	*East-West:*			510	*East-West:*			511	*East-West:*			511
		SUM:		791	*SUM:*		792	*SUM:*			958	*SUM:*			959	*SUM:*			959
VOLUME/CAPACITY *(V/C)* RATIO:				0.555			0.556				0.672				0.673				0.673
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.485**			**0.486**				**0.572**				**0.573**				**0.573**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Spring Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
15	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	39	0	39	0	39	39	2	43	0	43	0	43	0	43	0	43	0	43
	Left-Through		1							1				1				1	
	Through	470	2	**170**	0	470	**170**	462	961	2	**335**	0	961	2	**335**	0	961	2	**335**
	Through-Right		0							0				0				0	
	Right	119	1	76	0	119	76	1	127	1	81	0	127	1	81	0	127	1	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	87	1	**87**	0	87	**87**	0	92	1	92	0	92	1	92	0	92	1	92
	Left-Through		0							0				0				0	
	Through	1009	2	505	6	1015	508	283	1354	2	**677**	6	1360	2	**680**	-1	1359	2	**680**
	Through-Right		0							0				0				0	
	Right	55	1	55	0	55	55	18	76	1	76	0	76	1	76	0	76	1	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	1	59	3	62	62	31	94	1	**94**	3	97	1	**97**	-1	96	1	**96**
	Left-Through		0							0				0				0	
	Through	960	2	**480**	14	974	**487**	120	1139	2	570	14	1153	2	577	-3	1150	2	575
	Through-Right		0							0				0				0	
	Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		170	*North-South:*		170	*North-South:*			335	*North-South:*			335	*North-South:*			335
		East-West:		567	*East-West:*		574	*East-West:*			771	*East-West:*			777	*East-West:*			776
		SUM:		737	*SUM:*		744	*SUM:*			1106	*SUM:*			1112	*SUM:*			1111
VOLUME/CAPACITY *(V/C)* RATIO:				0.517			0.522				0.776				0.780				0.780
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.452				0.676				0.680				0.680
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
16	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	0	63	0	63	63	12	79	0	79	0	79	0	79	0	79	0	79
	Left-Through		1							1				1				1	
	Through	443	2	**169**	0	443	**169**	27	497	2	**192**	0	497	2	**192**	0	497	2	**192**
	Through-Right		0							0				0				0	
	Right	75	1	75	3	78	78	14	94	1	94	3	97	1	97	-1	96	1	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	104	1	**104**	0	104	**104**	7	117	1	**117**	0	117	1	**117**	0	117	1	**117**
	Left-Through		0							0				0				0	
	Through	464	2	232	14	478	239	92	585	2	293	14	599	2	300	-3	596	2	298
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	782	2	**391**	2	784	**392**	152	982	2	**491**	2	984	2	**492**	0	984	2	**492**
	Through-Right		0							0				0				0	
	Right	91	1	91	0	91	91	2	99	1	99	0	99	1	99	0	99	1	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		169	*North-South:*		169	*North-South:*			192	*North-South:*			192	*North-South:*			192
		East-West:		495	*East-West:*		496	*East-West:*			608	*East-West:*			609	*East-West:*			609
		SUM:		664	*SUM:*		665	*SUM:*			800	*SUM:*			801	*SUM:*			801
VOLUME/CAPACITY *(V/C)* RATIO:				0.466			0.467				0.561				0.562				0.562
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.396**			**0.397**				**0.461**				**0.462**				**0.462**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
16	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	0	153	0	153	153	8	170	0	170	0	170	0	170	0	170	0	170
	Left-Through		1							1				1				1	
	Through	1403	2	**519**	0	1403	**519**	76	1565	2	**578**	0	1565	2	**578**	0	1565	2	**578**
	Through-Right		0							0				0				0	
	Right	152	1	152	1	153	153	15	176	1	176	1	177	1	177	0	177	1	177
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	148	1	**148**	0	148	**148**	65	222	1	**222**	0	222	1	**222**	0	222	1	**222**
	Left-Through		0							0				0				0	
	Through	907	2	454	6	913	457	220	1183	2	592	6	1189	2	595	-1	1188	2	594
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	870	2	**435**	16	886	**443**	143	1067	2	**534**	16	1083	2	**542**	-3	1080	2	**540**
	Through-Right		0							0				0				0	
	Right	122	1	122	0	122	122	1	131	1	131	0	131	1	131	0	131	1	131
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		519	*North-South:*		519	*North-South:*			578	*North-South:*			578	*North-South:*			578
		East-West:		583	*East-West:*		591	*East-West:*			756	*East-West:*			764	*East-West:*			762
		SUM:		1102	*SUM:*		1110	*SUM:*			1334	*SUM:*			1342	*SUM:*			1340
VOLUME/CAPACITY *(V/C)* RATIO:				0.773			0.779				0.936				0.942				0.940
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.703**			**0.709**				**0.836**				**0.842**				**0.840**
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.006 — Δ*v/c* after mitigation: 0.004

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
17	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	**41**	0	41	**41**	40	84	1	**84**	0	84	1	**84**	0	84	1	**84**
	Left-Through		0							0				0				0	
	Through	204	1	129	0	204	136	301	518	1	300	0	518	1	307	0	518	1	306
	Through-Right		1							1				1				1	
	Right	54	0	54	14	68	68	25	82	0	82	14	96	0	96	-3	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	94	1	94	0	94	94	0	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	765	2	**383**	0	765	**383**	64	876	2	**438**	0	876	2	**438**	0	876	2	**438**
	Through-Right		0							0				0				0	
	Right	152	1	130	0	152	130	0	161	1	121	0	161	1	121	0	161	1	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	45	1	**45**	0	45	**45**	33	81	1	**81**	0	81	1	**81**	0	81	1	**81**
	Left-Through		0							0				0				0	
	Through	407	2	204	16	423	212	65	497	2	249	16	513	2	257	-3	510	2	255
	Through-Right		0							0				0				0	
	Right	94	1	74	0	94	74	9	109	1	67	0	109	1	67	0	109	1	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	77	1	77	2	79	79	11	93	1	93	2	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	595	2	**298**	2	597	**299**	114	746	2	**373**	2	748	2	**374**	0	748	2	**374**
	Through-Right		0							0				0				0	
	Right	45	1	0	1	46	0	0	48	1	0	1	49	1	0	0	49	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		424	*North-South:*		424	*North-South:*			522	*North-South:*			522	*North-South:*			522
		East-West:		343	*East-West:*		344	*East-West:*			454	*East-West:*			455	*East-West:*			455
		SUM:		767	*SUM:*		768	*SUM:*			976	*SUM:*			977	*SUM:*			977
VOLUME/CAPACITY *(V/C)* RATIO:				0.511			0.512				0.651				0.651				0.651
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.441**			**0.442**				**0.551**				**0.551**			TDM	**0.551**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

TDM & Signal Upgrade 0.541

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
17	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	97	0	97	97	17	120	1	120	0	120	1	120	0	120	1	120
	Left-Through		0							0				0				0	
	Through	843	1	**473**	0	843	**476**	127	1022	1	**574**	0	1022	1	**577**	0	1022	1	**577**
	Through-Right		1							1				1				1	
	Right	102	0	102	6	108	108	18	126	0	126	6	132	0	132	-1	131	0	131
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	90	1	**90**	0	90	**90**	0	96	1	**96**	0	96	1	**96**	0	96	1	**96**
	Left-Through		0							0				0				0	
	Through	325	2	163	0	325	163	235	580	2	290	0	580	2	290	0	580	2	290
	Through-Right		0							0				0				0	
	Right	203	1	151	0	203	151	0	215	1	129	0	215	1	129	0	215	1	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	105	1	105	0	105	105	62	173	1	173	0	173	1	173	0	173	1	173
	Left-Through		0							0				0				0	
	Through	908	2	**454**	7	915	**458**	140	1104	2	**552**	7	1111	2	**556**	-1	1110	2	**555**
	Through-Right		0							0				0				0	
	Right	57	1	9	0	57	9	33	94	1	34	0	94	1	34	0	94	1	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	40	1	**40**	14	54	**54**	38	80	1	**80**	14	94	1	**94**	-3	91	1	**91**
	Left-Through		0							0				0				0	
	Through	704	2	352	16	720	360	126	873	2	437	16	889	2	445	-3	886	2	443
	Through-Right		0							0				0				0	
	Right	75	1	30	8	83	38	0	80	1	32	8	88	1	40	-2	86	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		563	*North-South:*		566	*North-South:*			670	*North-South:*			673	*North-South:*			673
		East-West:		494	*East-West:*		512	*East-West:*			632	*East-West:*			650	*East-West:*			646
		SUM:		1057	*SUM:*		1078	*SUM:*			1302	*SUM:*			1323	*SUM:*			1319
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.719				0.868				0.882				0.879
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.635**			**0.649**				**0.768**				**0.782**				**0.779**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Judge John Aiso Street/San Pedro Str	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
18	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	96	0	**96**	0	96	**96**	0	102	0	**102**	0	102	0	**102**	0	102	0	**102**
Left-Through		1							1				1				1	
Through	128	1	112	30	158	127	4	140	1	121	30	170	1	136	-6	164	1	133
Through-Right		0							0				0				0	
Right	42	1	0	0	42	0	9	54	1	4	0	54	1	4	0	54	1	4
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	21	0	21	3	24	24	1	23	0	23	3	26	0	26	-1	25	0	25
Left-Through		1							1				1				1	
Through	207	1	**114**	4	211	**118**	2	222	1	**123**	4	226	1	**126**	-1	225	1	**125**
Through-Right		0							0				0				0	
Right	28	1	5	5	33	0	1	31	1	6	5	36	1	0	-1	35	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	46	1	**46**	30	76	**76**	2	51	1	**51**	30	81	1	**81**	-6	75	1	**75**
Left-Through		0							0				0				0	
Through	379	1	246	0	379	246	87	489	1	305	0	489	1	305	0	489	1	305
Through-Right		1							1				1				1	
Right	113	0	113	0	113	113	0	120	0	120	0	120	0	120	0	120	0	120
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	87	1	87	0	87	87	9	101	1	101	0	101	1	101	0	101	1	101
Left-Through		0							0				0				0	
Through	660	1	**350**	0	660	**363**	124	825	1	**434**	0	825	1	**448**	0	825	1	**445**
Through-Right		1							1				1				1	
Right	39	0	39	27	66	66	2	43	0	43	27	70	0	70	-5	65	0	65
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		210	*North-South:*		214	*North-South:*			225	*North-South:*			228	*North-South:*			227
	East-West:		396	*East-West:*		439	*East-West:*			485	*East-West:*			529	*East-West:*			520
	SUM:		606	*SUM:*		653	*SUM:*			710	*SUM:*			757	*SUM:*			747
VOLUME/CAPACITY *(V/C)* RATIO:			0.404			0.435				0.473				0.505				0.498
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.334**			**0.365**				**0.373**				**0.405**				**0.398**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	1	1	2	2	2
Override Capacity	0	0	0	0	0

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.032	Δ*v/c* after mitigation:	0.025
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Judge John Aiso Street/San Pedro Str	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
18	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	195	0	195	0	195	195	0	207	0	207	0	207	0	207	0	207	0	207
	Left-Through		1							1				1				1	
	Through	363	1	**279**	14	377	**286**	1	386	1	**297**	14	400	1	**304**	-3	397	1	**302**
	Through-Right		0							0				0				0	
	Right	157	1	126	0	157	126	17	184	1	142	0	184	1	142	0	184	1	142
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	20	0	**20**	25	45	**45**	1	22	0	**22**	25	47	0	**47**	-5	42	0	**42**
	Left-Through		1							1				1				1	
	Through	103	1	72	33	136	113	3	112	1	78	33	145	1	120	-6	139	1	112
	Through-Right		0							0				0				0	
	Right	32	1	1	38	70	32	1	35	1	2	38	73	1	33	-7	66	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	62	1	62	14	76	76	0	66	1	66	14	80	1	80	-3	77	1	77
	Left-Through		0							0				0				0	
	Through	914	1	**504**	0	914	**504**	157	1127	1	**614**	0	1127	1	**614**	0	1127	1	**614**
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	0	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	62	1	**62**	0	62	**62**	18	84	1	**84**	0	84	1	**84**	0	84	1	**84**
	Left-Through		0							0				0				0	
	Through	582	1	310	0	582	316	164	782	1	411	0	782	1	417	0	782	1	416
	Through-Right		1							1				1				1	
	Right	38	0	38	12	50	50	0	40	0	40	12	52	0	52	-2	50	0	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		299	*North-South:*		331	*North-South:*			319	*North-South:*			351	*North-South:*			344
		East-West:		566	*East-West:*		566	*East-West:*			698	*East-West:*			698	*East-West:*			698
		SUM:		865	*SUM:*		897	*SUM:*			1017	*SUM:*			1049	*SUM:*			1042
VOLUME/CAPACITY *(V/C)* RATIO:				0.577			0.598				0.678				0.699				0.695
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.507			0.528				0.578				0.599				0.595
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.021	Δ*v/c* after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
19	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	118	1	**118**	3	121	**121**	0	125	1	**125**	3	128	1	**128**	-1	127	1	**127**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	118	1	8	0	118	8	15	140	1	18	0	140	1	18	0	140	1	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	279	1	**218**	3	282	**220**	97	393	1	**280**	3	396	1	**282**	0	396	1	**282**
	Through-Right		1							1				1				1	
	Right	157	0	157	0	157	157	0	167	0	167	0	167	0	167	0	167	0	167
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	220	1	**220**	0	220	**220**	11	245	1	**245**	0	245	1	**245**	0	245	1	**245**
	Left-Through		0							0				0				0	
	Through	632	2	316	24	656	328	135	806	2	403	24	830	2	415	-5	825	2	413
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		118	*North-South:*		121	*North-South:*			125	*North-South:*			128	*North-South:*			127
		East-West:		438	*East-West:*		440	*East-West:*			525	*East-West:*			527	*East-West:*			527
		SUM:		556	*SUM:*		561	*SUM:*			650	*SUM:*			655	*SUM:*			654
VOLUME/CAPACITY *(V/C)* RATIO:				0.371			0.374				0.433				0.437				0.436
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.301**			**0.304**				**0.333**				**0.337**				**0.336**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
19	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	226	1	**226**	1	227	**227**	0	240	1	**240**	1	241	1	**241**	0	241	1	**241**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	238	1	182	0	238	182	22	275	1	203	0	275	1	203	0	275	1	203
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	963	1	**568**	22	985	**581**	174	1196	1	**691**	22	1218	1	**703**	-4	1214	1	**701**
	Through-Right		1							1				1				1	
	Right	173	0	173	3	176	176	1	185	0	185	3	188	0	188	-1	187	0	187
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	**112**	0	112	**112**	26	145	1	**145**	0	145	1	**145**	0	145	1	**145**
	Left-Through		0							0				0				0	
	Through	487	2	244	11	498	249	182	699	2	350	11	710	2	355	-2	708	2	354
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		226	*North-South:*		227	*North-South:*			240	*North-South:*			241	*North-South:*			241
		East-West:		680	*East-West:*		693	*East-West:*			836	*East-West:*			848	*East-West:*			846
		SUM:		906	*SUM:*		920	*SUM:*			1076	*SUM:*			1089	*SUM:*			1087
VOLUME/CAPACITY *(V/C)* RATIO:				0.604			0.613				0.717				0.726				0.725
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.534**			**0.543**				**0.617**				**0.626**				**0.625**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.009 **Δ*v/c* after mitigation:** 0.008

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
20	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	**96**	8	104	**104**	12	114	1	**114**	8	122	1	**122**	-2	120	1	**120**
	Left-Through		0							0				0				0	
	Through	615	2	308	0	615	308	111	764	2	382	0	764	2	382	0	764	2	382
	Through-Right		0							0				0				0	
	Right	50	1	50	0	50	50	91	144	1	144	0	144	1	144	0	144	1	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	23	1	23	0	23	23	2	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	918	2	**459**	0	918	**459**	41	1015	2	**508**	0	1015	2	**508**	0	1015	2	**508**
	Through-Right		0							0				0				0	
	Right	237	1	131	0	237	131	10	262	1	142	0	262	1	142	0	262	1	142
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	106	1	**106**	0	106	**106**	7	120	1	**120**	0	120	1	**120**	0	120	1	**120**
	Left-Through		0							0				0				0	
	Through	172	1	122	2	174	123	103	286	1	182	2	288	1	184	0	288	1	184
	Through-Right		1							1				1				1	
	Right	71	0	71	1	72	72	3	78	0	78	1	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through		0							0				0				0	
	Through	539	2	**270**	16	555	**278**	123	695	2	**348**	16	711	2	**356**	-3	708	2	**354**
	Through-Right		0							0				0				0	
	Right	57	1	46	0	57	46	2	63	1	50	0	63	1	50	0	63	1	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		555	*North-South:*		563	*North-South:*			622	*North-South:*			630	*North-South:*			628
		East-West:		376	*East-West:*		384	*East-West:*			468	*East-West:*			476	*East-West:*			474
		SUM:		931	*SUM:*		947	*SUM:*			1090	*SUM:*			1106	*SUM:*			1102
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.665				0.765				0.776				0.773
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.583**			**0.595**				**0.665**				**0.676**				**0.673**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
20	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		3	NB-- 0 SB--		3	NB-- 0 SB--		3		NB-- 0 SB--		3		NB-- 0 SB--			3
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	97	1	97	4	101	101	8	111	1	111	4	115	1	115	-1	114	1	114
	Left-Through		0							0				0				0	
	Through	989	2	495	0	989	495	95	1145	2	573	0	1145	2	573	0	1145	2	573
	Through-Right		0							0				0				0	
	Right	101	1	101	0	101	101	75	182	1	182	0	182	1	182	0	182	1	182
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	64	1	64	0	64	64	1	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	788	2	394	0	788	394	153	989	2	495	0	989	2	495	0	989	2	495
	Through-Right		0							0				0				0	
	Right	153	1	0	0	153	0	11	173	1	0	0	173	1	0	0	173	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	298	1	298	0	298	298	9	325	1	325	0	325	1	325	0	325	1	325
	Left-Through		0							0				0				0	
	Through	699	1	414	14	713	425	171	913	1	533	14	927	1	544	-3	924	1	541
	Through-Right		1							1				1				1	
	Right	128	0	128	8	136	136	16	152	0	152	8	160	0	160	-2	158	0	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through		0							0				0				0	
	Through	380	2	190	7	387	194	190	593	2	297	7	600	2	300	-1	599	2	300
	Through-Right		0							0				0				0	
	Right	38	1	6	0	38	6	2	42	1	8	0	42	1	8	0	42	1	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		559	North-South:		559	North-South:			642	North-South:			642	North-South:			642
		East-West:		488	East-West:		492	East-West:			622	East-West:			625	East-West:			625
		SUM:		1047	SUM:		1051	SUM:			1264	SUM:			1267	SUM:			1267
	VOLUME/CAPACITY (V/C) RATIO:			0.735			0.738				0.887				0.889				0.889
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.665			0.668				0.787				0.789				0.789
	LEVEL OF SERVICE (LOS):			B			B				C				C				C

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Vignes Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
21	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							
Override Capacity			0			0			0			0							

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	0	**4**	0	4	**4**	0	4	0	**4**	0	4	0	**4**	0	4	0	**4**
	Left-Through		1							1				1				1	
	Through	14	0	18	0	14	18	3	18	0	22	0	18	0	22	0	18	0	22
	Through-Right		0							0				0				0	
	Right	11	1	0	0	11	0	51	63	1	25	0	63	1	25	0	63	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	19	0	**64**	0	19	**64**	1	21	0	**69**	0	21	0	**69**	0	21	0	**69**
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	0	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	0	46	0	46	46	2	51	0	51	0	51	0	51	0	51	0	51
	Left-Through		1							1				1				1	
	Through	184	1	**184**	2	186	**185**	66	261	1	**233**	2	263	1	**234**	0	263	1	**234**
	Through-Right		0							0				0				0	
	Right	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	60	0	60	0	60	60	13	77	0	77	0	77	0	77	0	77	0	77
	Left-Through		1							1				1				1	
	Through	564	0	**339**	16	580	**347**	109	708	0	**422**	16	724	0	**430**	-3	721	0	**428**
	Through-Right		1							1				1				1	
	Right	53	0	339	0	53	347	2	58	0	422	0	58	0	430	0	58	0	428
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		68	North-South:		68	North-South:			73	North-South:			73	North-South:			73
		East-West:		523	East-West:		532	East-West:			655	East-West:			664	East-West:			662
		SUM:		591	SUM:		600	SUM:			728	SUM:			737	SUM:			735
VOLUME/CAPACITY (V/C) RATIO:				0.415			0.421				0.511				0.517				0.516
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.345**			**0.351**				**0.411**				**0.417**				**0.416**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vignes Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
21	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		1							1				1				1	
	Through	28	0	35	0	28	35	2	32	0	39	0	32	0	39	0	32	0	39
	Through-Right		0							0				0				0	
	Right	78	1	**67**	0	78	**67**	29	112	1	**73**	0	112	1	**73**	0	112	1	**73**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	0	**54**	0	54	**54**	2	59	0	**59**	0	59	0	**59**	0	59	0	**59**
	Left-Through		0							0				0				0	
	Through	13	0	98	0	13	98	3	17	0	109	0	17	0	109	0	17	0	109
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	52	0	52	0	52	52	1	56	0	56	0	56	0	56	0	56	0	56
	Left-Through		1							1				1				1	
	Through	848	1	**476**	14	862	**483**	132	1032	1	**572**	14	1046	1	**579**	-3	1043	1	**578**
	Through-Right		0							0				0				0	
	Right	25	1	25	0	25	25	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	22	0	22	0	22	22	56	79	0	79	0	79	0	79	0	79	0	79
	Left-Through		1							1				1				1	
	Through	352	0	**231**	7	359	**235**	104	478	0	**488**	7	485	0	**492**	-1	484	0	**491**
	Through-Right		1							1				1				1	
	Right	22	0	231	0	22	235	1	24	0	488	0	24	0	492	0	24	0	491
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		121	*North-South:*		121	*North-South:*			132	*North-South:*			132	*North-South:*			132
		East-West:		707	*East-West:*		718	*East-West:*			1060	*East-West:*			1071	*East-West:*			1069
		SUM:		828	*SUM:*		839	*SUM:*			1192	*SUM:*			1203	*SUM:*			1201
VOLUME/CAPACITY *(V/C)* RATIO:				0.581			0.589				0.836				0.844				0.843
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.511**			**0.519**				**0.736**				**0.744**				**0.743**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Ramps	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
22	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	184	1	**184**	3	187	**187**	0	195	1	**195**	3	198	1	**198**	-1	197	1	**197**
Left-Through		0							0				0				0	
Through	2	0	14	0	2	14	0	2	0	15	0	2	0	15	0	2	0	15
Through-Right		1							1				1				1	
Right	12	0	0	0	12	0	0	13	0	0	0	13	0	0	0	13	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	41	1	**41**	0	41	**41**	32	76	1	**76**	0	76	1	**76**	0	76	1	**76**
Left-Through		0							0				0				0	
Through	301	1	301	2	303	303	82	402	1	402	2	404	1	404	0	404	1	404
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	494	1	**494**	14	508	**508**	111	635	1	**635**	14	649	1	**649**	-3	646	1	**646**
Through-Right		0							0				0				0	
Right	119	1	119	0	119	119	0	126	1	126	0	126	1	126	0	126	1	126
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		184	*North-South:*		187	*North-South:*			195	*North-South:*			198	*North-South:*			197
	East-West:		535	*East-West:*		549	*East-West:*			711	*East-West:*			725	*East-West:*			722
	SUM:		719	*SUM:*		736	*SUM:*			906	*SUM:*			923	*SUM:*			919
VOLUME/CAPACITY *(V/C)* RATIO:			0.479			0.491				0.604				0.615				0.613
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.379**			**0.391**				**0.504**				**0.515**				**0.513**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Ramps	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
22	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	167	1	**167**	1	168	**168**	0	177	1	**177**	1	178	1	**178**	0	178	1	**178**
	Left-Through		0							0				0				0	
	Through	6	0	70	0	6	70	0	6	0	74	0	6	0	74	0	6	0	74
	Through-Right		1							1				1				1	
	Right	64	0	0	0	64	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	58	1	58	0	58	58	18	80	1	80	0	80	1	80	0	80	1	80
	Left-Through		0							0				0				0	
	Through	571	1	**571**	14	585	**585**	136	742	1	**742**	14	756	1	**756**	-3	753	1	**753**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	261	1	261	6	267	267	119	396	1	396	6	402	1	402	-1	401	1	401
	Through-Right		0							0				0				0	
	Right	65	1	65	0	65	65	0	69	1	69	0	69	1	69	0	69	1	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		167	*North-South:*		168	*North-South:*			177	*North-South:*			178	*North-South:*			178
		East-West:		571	*East-West:*		585	*East-West:*			742	*East-West:*			756	*East-West:*			753
		SUM:		738	*SUM:*		753	*SUM:*			919	*SUM:*			934	*SUM:*			931
	VOLUME/CAPACITY *(V/C)* RATIO:			0.492			0.502				0.613				0.623				0.621
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.392**			**0.402**				**0.513**				**0.523**				**0.521**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
23	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	96	0	96	0	96	96	7	109	0	109	0	109	0	109	0	109	0	109
Left-Through		1							1				1				1	
Through	521	2	**206**	3	524	**207**	36	589	2	**233**	3	592	2	**234**	-1	591	2	**233**
Through-Right		0							0				0				0	
Right	61	1	61	0	61	61	3	68	1	68	0	68	1	68	0	68	1	68
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	51	1	51	0	51	51	7	61	1	**61**	0	61	1	**61**	0	61	1	**61**
Left-Through		0							0				0				0	
Through	390	1	**390**	5	395	**395**	27	441	1	441	5	446	1	446	-1	445	1	445
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	273	0	318	1	274	319	43	333	0	**391**	1	334	0	**392**	0	334	0	**392**
Through-Right		1							1				1				1	
Right	45	0	0	0	45	0	10	58	0	0	0	58	0	0	0	58	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		206	*North-South:*		207	*North-South:*			233	*North-South:*			234	*North-South:*			233
	East-West:		390	*East-West:*		395	*East-West:*			452	*East-West:*			453	*East-West:*			453
	SUM:		596	*SUM:*		602	*SUM:*			685	*SUM:*			687	*SUM:*			686
VOLUME/CAPACITY *(V/C)* RATIO:			0.397			0.401				0.457				0.458				0.457
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.327			0.331				0.357				0.358				0.357
LEVEL OF SERVICE (LOS):			A			A				A				A				A
ATSAC-1 or ATSAC+ATCS-2?			1			1				2				2				2
Override Capacity			0			0				0				0				0

	NB--	SB--	EB--	WB--
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Existing Condition	0	0	0	0
Existing Plus Project	0	0	0	0
Future Condition W/O Project	0	0	0	0
Future Condition W/ Project	0	0	0	0
Future W/ Project W/ Mitigation	0	0	0	0

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
23	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	Marymount (San Pedro Campus)

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	203	0	203	0	203	203	8	223	0	223	0	223	0	223	0	223	0	223
	Left-Through		1							1				1				1	
	Through	1560	2	**588**	1	1561	**588**	42	1698	2	**640**	1	1699	2	**641**	0	1699	2	**641**
	Through-Right		0							0				0				0	
	Right	101	1	101	0	101	101	2	109	1	109	0	109	1	109	0	109	1	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	75	1	**75**	0	75	**75**	53	133	1	**133**	0	133	1	**133**	0	133	1	**133**
	Left-Through		0							0				0				0	
	Through	405	1	405	2	407	407	58	488	1	488	2	490	1	490	0	490	1	490
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	396	0	**436**	5	401	**441**	40	460	0	**506**	5	465	0	**511**	-1	464	0	**510**
	Through-Right		1							1				1				1	
	Right	40	0	0	0	40	0	4	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		588	North-South:		588	North-South:			640	North-South:			641	North-South:			641
		East-West:		511	East-West:		516	East-West:			639	East-West:			644	East-West:			643
		SUM:		1099	SUM:		1104	SUM:			1279	SUM:			1285	SUM:			1284
VOLUME/CAPACITY (V/C) RATIO:				0.733			0.736				0.853				0.857				0.856
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.666				0.753				0.757				0.756
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.004 — Δ*v/c* after mitigation: 0.003

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
24	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							
Override Capacity			0			0			0			0							

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	**28**	0	28	**28**	25	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	260	1	145	14	274	152	358	634	1	343	14	648	1	350	-3	645	1	349
	Through-Right		1							1				1				1	
	Right	29	0	29	0	29	29	21	52	0	52	0	52	0	52	0	52	0	52
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	105	1	105	0	105	105	3	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	686	1	**366**	2	688	**367**	80	808	1	**429**	2	810	1	**430**	0	810	1	**430**
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	0	49	0	49	0	49	0	49	0	49	0	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	1	55	0	55	55	1	59	1	59	0	59	1	59	0	59	1	59
	Left-Through		0							0				0				0	
	Through	298	0	**385**	5	303	**390**	23	339	0	**436**	5	344	0	**441**	-1	343	0	**440**
	Through-Right		1							1				1				1	
	Right	87	0	0	0	87	0	5	97	0	0	0	97	0	0	0	97	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	26	1	**26**	0	26	**26**	10	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	208	0	253	1	209	254	28	249	0	304	1	250	0	305	0	250	0	305
	Through-Right		1							1				1				1	
	Right	45	0	0	0	45	0	7	55	0	0	0	55	0	0	0	55	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		394	North-South:		395	North-South:			484	North-South:			485	North-South:			485
		East-West:		411	East-West:		416	East-West:			474	East-West:			479	East-West:			478
		SUM:		805	SUM:		811	SUM:			958	SUM:			964	SUM:			963
VOLUME/CAPACITY (V/C) RATIO:				0.537			0.541				0.639				0.643				0.642
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.467			0.471				0.539				0.543				0.542
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.004 — Δ*v/c* after mitigation: 0.003

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
24	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	1	92	0	92	92	10	108	1	108	0	108	1	108	0	108	1	108
	Left-Through		0							0				0				0	
	Through	870	1	**479**	6	876	**482**	158	1082	1	**592**	6	1088	1	**595**	-1	1087	1	**595**
	Through-Right		1							1				1				1	
	Right	88	0	88	0	88	88	9	102	0	102	0	102	0	102	0	102	0	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	48	1	**48**	0	48	**48**	17	68	1	**68**	0	68	1	**68**	0	68	1	**68**
	Left-Through		0							0				0				0	
	Through	337	1	207	14	351	214	290	648	1	365	14	662	1	372	-3	659	1	371
	Through-Right		1							1				1				1	
	Right	77	0	77	0	77	77	0	82	0	82	0	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	1	54	0	54	54	0	57	1	57	0	57	1	57	0	57	1	57
	Left-Through		0							0				0				0	
	Through	373	0	**445**	2	375	**447**	40	436	0	**532**	2	438	0	**534**	0	438	0	**534**
	Through-Right		1							1				1				1	
	Right	72	0	0	0	72	0	20	96	0	0	0	96	0	0	0	96	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	47	1	**47**	0	47	**47**	41	91	1	**91**	0	91	1	**91**	0	91	1	**91**
	Left-Through		0							0				0				0	
	Through	278	0	360	5	283	365	34	329	0	420	5	334	0	425	-1	333	0	424
	Through-Right		1							1				1				1	
	Right	82	0	0	0	82	0	4	91	0	0	0	91	0	0	0	91	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		527	North-South:		530	North-South:			660	North-South:			663	North-South:			663
		East-West:		492	East-West:		494	East-West:			623	East-West:			625	East-West:			625
		SUM:		1019	SUM:		1024	SUM:			1283	SUM:			1288	SUM:			1288
VOLUME/CAPACITY (V/C) RATIO:				0.679			0.683				0.855				0.859				0.859
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.609			0.613				0.755				0.759				0.759
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
25	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							
Override Capacity			0			0			0			0							

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	70	**70**	0	74	1	**74**	0	74	1	**74**	0	74	1	**74**
	Left-Through		0							0				0				0	
	Through	237	1	134	24	261	146	12	264	1	149	24	288	1	161	-5	283	1	158
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	33	0	33	0	33	0	33	0	33	0	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	334	2	**167**	3	337	**169**	10	365	2	**183**	3	368	2	**184**	-1	367	2	**184**
	Through-Right		0							0				0				0	
	Right	30	1	23	1	31	21	1	33	1	25	1	34	1	23	0	34	1	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	1	15	5	20	20	1	17	1	17	5	22	1	22	-1	21	1	21
	Left-Through		0							0				0				0	
	Through	231	0	**391**	0	231	**391**	46	291	0	**461**	0	291	0	**461**	0	291	0	**461**
	Through-Right		1							1				1				1	
	Right	160	0	0	0	160	0	0	170	0	0	0	170	0	0	0	170	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	**45**	0	45	**45**	1	49	1	**49**	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	206	0	242	0	206	242	44	263	0	302	0	263	0	302	0	263	0	302
	Through-Right		1							1				1				1	
	Right	36	0	0	0	36	0	1	39	0	0	0	39	0	0	0	39	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		237	*North-South:*		239	*North-South:*			257	*North-South:*			258	*North-South:*			258
		East-West:		436	*East-West:*		436	*East-West:*			510	*East-West:*			510	*East-West:*			510
		SUM:		673	*SUM:*		675	*SUM:*			767	*SUM:*			768	*SUM:*			768
VOLUME/CAPACITY *(V/C)* RATIO:				0.449			0.450				0.511				0.512				0.512
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.379			0.380				0.411				0.412				0.412
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Δ*v/c* after mitigation: 0.001

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
25	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	108	108	0	115	1	115	0	115	1	115	0	115	1	115
	Left-Through		0							0				0				0	
	Through	578	1	**330**	11	589	**336**	17	631	1	**360**	11	642	1	**365**	-2	640	1	**364**
	Through-Right		1							1				1				1	
	Right	82	0	82	0	82	82	1	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	**35**	0	35	**35**	1	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	190	2	95	27	217	109	19	221	2	111	27	248	2	124	-5	243	2	122
	Through-Right		0							0				0				0	
	Right	51	1	35	5	56	39	1	55	1	38	5	60	1	42	-1	59	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	32	1	32	2	34	34	0	34	1	34	2	36	1	36	0	36	1	36
	Left-Through		0							0				0				0	
	Through	364	0	**476**	0	364	**476**	65	451	0	**570**	0	451	0	**570**	0	451	0	**570**
	Through-Right		1							1				1				1	
	Right	112	0	0	0	112	0	0	119	0	0	0	119	0	0	0	119	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	**41**	0	41	**41**	1	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	259	0	359	0	259	359	78	353	0	460	0	353	0	460	0	353	0	460
	Through-Right		1							1				1				1	
	Right	100	0	0	0	100	0	1	107	0	0	0	107	0	0	0	107	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		365	North-South:		371	North-South:			398	North-South:			403	North-South:			402
		East-West:		517	East-West:		517	East-West:			615	East-West:			615	East-West:			615
		SUM:		882	SUM:		888	SUM:			1013	SUM:			1018	SUM:			1017
VOLUME/CAPACITY (V/C) RATIO:				0.588			0.592				0.675				0.679				0.678
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.518**			**0.522**				**0.575**				**0.579**				**0.578**
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
26	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2			2			2
Override Capacity			0			0			0				0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	70	**70**	0	74	1	**74**	0	74	1	**74**	0	74	1	**74**
	Left-Through		0							0				0				0	
	Through	194	1	128	3	197	129	15	221	1	143	3	224	1	145	-1	223	1	144
	Through-Right		1							1				1				1	
	Right	61	0	61	0	61	61	0	65	0	65	0	65	0	65	0	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	33	1	33	0	33	33	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	302	0	**333**	0	302	**333**	11	332	0	**365**	0	332	0	**365**	0	332	0	**365**
	Through-Right		1							1				1				1	
	Right	31	0	0	0	31	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	0	**13**	0	13	**13**	0	14	0	**14**	0	14	0	**14**	0	14	0	**14**
	Left-Through		0							0				0				0	
	Through	157	0	238	0	157	238	47	214	0	300	0	214	0	300	0	214	0	300
	Through-Right		0							0				0				0	
	Right	68	0	0	0	68	0	0	72	0	0	0	72	0	0	0	72	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	51	0	51	0	51	51	1	55	0	55	0	55	0	55	0	55	0	55
	Left-Through		0							0				0				0	
	Through	222	0	**298**	0	222	**298**	46	282	0	**364**	0	282	0	**364**	0	282	0	**364**
	Through-Right		0							0				0				0	
	Right	25	0	0	0	25	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		403	*North-South:*		403	*North-South:*			439	*North-South:*			439	*North-South:*			439
		East-West:		311	*East-West:*		311	*East-West:*			378	*East-West:*			378	*East-West:*			378
		SUM:		714	*SUM:*		714	*SUM:*			817	*SUM:*			817	*SUM:*			817
VOLUME/CAPACITY *(V/C)* RATIO:				0.476			0.476				0.545				0.545				0.545
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.406**			**0.406**				**0.445**				**0.445**				**0.445**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
26	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	91	1	91	0	91	91	0	97	1	97	0	97	1	97	0	97	1	97
Left-Through		0							0				0				0	
Through	404	1	**291**	1	405	**291**	22	451	1	**320**	1	452	1	**321**	0	452	1	**321**
Through-Right		1							1				1				1	
Right	177	0	177	0	177	177	1	189	0	189	0	189	0	189	0	189	0	189
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	50	1	**50**	0	50	**50**	1	54	1	**54**	0	54	1	**54**	0	54	1	**54**
Left-Through		0							0				0				0	
Through	172	0	232	3	175	235	26	209	0	273	3	212	0	276	-1	211	0	275
Through-Right		1							1				1				1	
Right	60	0	0	0	60	0	0	64	0	0	0	64	0	0	0	64	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	45	0	45	0	45	45	0	48	0	48	0	48	0	48	0	48	0	48
Left-Through		0							0				0				0	
Through	342	0	**526**	0	342	**526**	68	431	0	**627**	0	431	0	**627**	0	431	0	**627**
Through-Right		0							0				0				0	
Right	139	0	0	0	139	0	0	148	0	0	0	148	0	0	0	148	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	26	0	**26**	0	26	**26**	0	28	0	**28**	0	28	0	**28**	0	28	0	**28**
Left-Through		0							0				0				0	
Through	217	0	304	0	217	304	79	309	0	402	0	309	0	402	0	309	0	402
Through-Right		0							0				0				0	
Right	61	0	0	0	61	0	0	65	0	0	0	65	0	0	0	65	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		341	*North-South:*		341	*North-South:*			374	*North-South:*			375	*North-South:*			375
	East-West:		552	*East-West:*		552	*East-West:*			655	*East-West:*			655	*East-West:*			655
	SUM:		893	*SUM:*		893	*SUM:*			1029	*SUM:*			1030	*SUM:*			1030
VOLUME/CAPACITY *(V/C)* RATIO:			0.595			0.595				0.686				0.687				0.687
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.525**			**0.525**				**0.586**				**0.587**				**0.587**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0

No. of Phases	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0
ATSAC-1 or ATSAC+ATCS-2?	1
Override Capacity	0

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
27	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	1 WB--	0	EB--	1 WB--	0	EB--	1 WB--	0	EB--	1 WB--	0	EB--	1 WB--	0	EB--	1 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	70	**70**	2	76	1	**76**	0	76	1	**76**	0	76	1	**76**
	Left-Through		0							0				0				0	
	Through	689	1	353	8	697	357	157	888	1	456	8	896	1	460	-2	894	1	459
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	5	23	0	23	0	23	0	23	0	23	0	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	0	35	35	7	44	1	44	0	44	1	44	0	44	1	44
	Left-Through		0							0				0				0	
	Through	826	1	**439**	1	827	**439**	26	903	1	**484**	1	904	1	**485**	0	904	1	**485**
	Through-Right		1							1				1				1	
	Right	51	0	51	0	51	51	11	65	0	65	0	65	0	65	0	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	1	**24**	0	24	**24**	20	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	70	1	70	0	70	70	19	93	1	93	0	93	1	93	0	93	1	93
	Through-Right		0							0				0				0	
	Right	114	1	0	0	114	0	9	130	1	0	0	130	1	0	0	130	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	67	1	67	0	67	67	43	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	142	0	**191**	0	142	**191**	34	185	0	**275**	0	185	0	**275**	0	185	0	**275**
	Through-Right		1							1				1				1	
	Right	49	0	0	0	49	0	38	90	0	0	0	90	0	0	0	90	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		509	*North-South:*		509	*North-South:*			560	*North-South:*			561	*North-South:*			561
		East-West:		215	*East-West:*		215	*East-West:*			320	*East-West:*			320	*East-West:*			320
		SUM:		724	*SUM:*		724	*SUM:*			880	*SUM:*			881	*SUM:*			881
VOLUME/CAPACITY *(V/C)* RATIO:				0.508			0.508				0.618				0.618				0.618
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.438**			**0.438**				**0.518**				**0.518**				**0.518**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
27	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	1	**127**	0	127	**127**	7	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	1003	1	519	4	1007	521	146	1211	1	**640**	4	1215	1	**642**	-1	1214	1	**641**
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	31	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	50	1	50	0	50	50	40	93	1	**93**	0	93	1	**93**	0	93	1	**93**
	Left-Through		0							0				0				0	
	Through	810	1	**453**	8	818	**457**	90	950	1	546	8	958	1	550	-2	956	1	549
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	39	141	0	141	0	141	0	141	0	141	0	141
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	135	1	**135**	0	135	**135**	11	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	194	1	194	0	194	194	55	261	1	**261**	0	261	1	**261**	0	261	1	**261**
	Through-Right		0							0				0				0	
	Right	181	1	0	0	181	0	4	196	1	0	0	196	1	0	0	196	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	28	1	28	0	28	28	95	125	1	**125**	0	125	1	**125**	0	125	1	**125**
	Left-Through		0							0				0				0	
	Through	87	0	**137**	0	87	**137**	34	126	0	200	0	126	0	200	0	126	0	200
	Through-Right		1							1				1				1	
	Right	50	0	0	0	50	0	21	74	0	0	0	74	0	0	0	74	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		580	North-South:		584	North-South:			733	North-South:			735	North-South:			734
		East-West:		272	East-West:		272	East-West:			386	East-West:			386	East-West:			386
		SUM:		852	SUM:		856	SUM:			1119	SUM:			1121	SUM:			1120
VOLUME/CAPACITY (V/C) RATIO:				0.598			0.601				0.785				0.787				0.786
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.528**			**0.531**				**0.685**				**0.687**				**0.686**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
28	East-West Street:	3rd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	**25**	0	25	**25**	0	27	0	**27**	0	27	0	**27**	0	27	0	**27**
	Left-Through		1							1				1				1	
	Through	215	1	158	14	229	165	48	276	1	192	14	290	1	199	-3	287	1	198
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	560	1	**330**	2	562	**331**	69	663	1	**384**	2	665	1	**385**	0	665	1	**385**
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	0	105	0	105	0	105	0	105	0	105	0	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	225	1	225	0	225	225	1	240	1	240	0	240	1	240	0	240	1	240
	Left-Through		0							0				0				0	
	Through	1611	2	**577**	0	1611	**577**	131	1841	2	**656**	0	1841	2	**656**	0	1841	2	**656**
	Through-Right		1							1				1				1	
	Right	119	0	119	0	119	119	1	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		355	*North-South:*		356	*North-South:*			411	*North-South:*			412	*North-South:*			412
		East-West:		577	*East-West:*		577	*East-West:*			656	*East-West:*			656	*East-West:*			656
		SUM:		932	*SUM:*		933	*SUM:*			1067	*SUM:*			1068	*SUM:*			1068
VOLUME/CAPACITY *(V/C)* RATIO:				0.621			0.622				0.711				0.712				0.712
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.551**			**0.552**				**0.611**				**0.612**				**0.612**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
28	East-West Street:	3rd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	0	95	0	95	95	0	101	0	101	0	101	0	101	0	101	0	101
	Left-Through		1							1				1				1	
	Through	854	1	**522**	6	860	**525**	68	975	1	**589**	6	981	1	**693**	-1	980	1	**692**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	364	1	242	14	378	249	79	465	1	296	14	479	1	303	-3	476	1	302
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	129	1	129	0	129	129	1	138	1	138	0	138	1	138	0	138	1	138
	Left-Through		0							0				0				0	
	Through	1073	2	**412**	0	1073	**412**	111	1250	2	**476**	0	1250	2	**476**	0	1250	2	**476**
	Through-Right		1							1				1				1	
	Right	164	0	164	0	164	164	5	179	0	179	0	179	0	179	0	179	0	179
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		522	North-South:		525	North-South:			589	North-South:			693	North-South:			692
		East-West:		412	East-West:		412	East-West:			476	East-West:			476	East-West:			476
		SUM:		934	SUM:		937	SUM:			1065	SUM:			1169	SUM:			1168
VOLUME/CAPACITY (V/C) RATIO:				0.623			0.625				0.710				0.779				0.779
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.553**			**0.555**				**0.610**				**0.679**				**0.679**
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: *Scenario: Alternative 1*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.069	Δ*v/c* after mitigation:	0.069
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
29	East-West Street:	3rd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		2			2			2				2				2		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0				0		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		1			1			2				2				2		
	Override Capacity		0			0			0				0				0		
NORTHBOUND	Left	52	1	**52**	0	52	**52**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	204	2	102	16	220	110	12	229	2	115	16	245	2	123	-3	242	2	121
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	489	1	**285**	3	492	**286**	11	530	1	**308**	3	533	1	**309**	-1	532	1	**309**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	0	85	0	85	0	85	0	85	0	85	0	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	170	0	170	0	170	170	16	196	0	196	0	196	0	196	0	196	0	196
	Left-Through		1							1				1				1	
	Through	1859	2	**540**	0	1859	**542**	133	2106	2	**610**	0	2106	2	**612**	0	2106	2	**612**
	Through-Right		1							1				1				1	
	Right	131	0	540	8	139	542	0	139	0	610	8	147	0	612	-2	145	0	612
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	337		*North-South:*	338		*North-South:*	363			*North-South:*	364			*North-South:*	364		
		East-West:	540		*East-West:*	542		*East-West:*	610			*East-West:*	612			*East-West:*	612		
		SUM:	877		*SUM:*	880		*SUM:*	973			*SUM:*	976			*SUM:*	976		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.585			0.587			0.649				0.651				0.651		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.515**			**0.517**			**0.549**				**0.551**				**0.551**		
	LEVEL OF SERVICE (LOS):		**A**			**A**			**A**				**A**				**A**		

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
29	East-West Street:	3rd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	162	1	**162**	0	162	**162**	0	172	1	**172**	0	172	1	**172**	0	172	1	**172**
	Left-Through		0							0				0				0	
	Through	614	2	307	7	621	311	19	671	2	336	7	678	2	339	-1	677	2	339
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	272	1	**179**	27	299	**193**	20	309	1	**200**	27	336	1	**214**	-5	331	1	**211**
	Through-Right		1							1				1				1	
	Right	86	0	86	0	86	86	0	91	0	91	0	91	0	91	0	91	0	91
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	104	0	104	0	104	104	9	119	0	119	0	119	0	119	0	119	0	119
	Left-Through		1							1				1				1	
	Through	1033	2	**328**	0	1033	**329**	116	1213	2	**379**	0	1213	2	**380**	0	1213	2	**380**
	Through-Right		1							1				1				1	
	Right	173	0	328	4	177	329	0	184	0	379	4	188	0	380	-1	187	0	380
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		341	*North-South:*		355	*North-South:*			372	*North-South:*			386	*North-South:*			383
		East-West:		328	*East-West:*		329	*East-West:*			379	*East-West:*			380	*East-West:*			380
		SUM:		669	*SUM:*		684	*SUM:*			751	*SUM:*			766	*SUM:*			763
VOLUME/CAPACITY *(V/C)* RATIO:				0.446			0.456				0.501				0.511				0.509
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.376**			**0.386**				**0.401**				**0.411**				**0.409**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Off-ramp	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
30	East-West Street:	4th Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	1245	1	**638**	3	1248	**639**	6	1328	1	**681**	3	1331	1	**683**	-1	1330	1	**682**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	30	0	638	0	30	639	2	34	0	681	0	34	0	683	0	34	0	682
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	329	2	165	1	330	165	63	412	2	206	1	413	2	207	0	413	2	207
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1374	3	**458**	5	1379	**460**	102	1561	3	**520**	5	1566	3	**522**	-1	1565	3	**522**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		638	*North-South:*		639	*North-South:*			681	*North-South:*			683	*North-South:*			682
	East-West:		458	*East-West:*		460	*East-West:*			520	*East-West:*			522	*East-West:*			522
	SUM:		1096	*SUM:*		1099	*SUM:*			1201	*SUM:*			1205	*SUM:*			1204
VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.733				0.801				0.803				0.803
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.631**			**0.633**				**0.701**				**0.703**				**0.703**
LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Off-ramp	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
30	East-West Street:	4th Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	412	1	**307**	1	413	**308**	28	465	1	**343**	1	466	1	**344**	0	466	1	**344**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	202	0	307	0	202	308	7	221	0	343	0	221	0	344	0	221	0	344
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1031	3	**344**	5	1036	**345**	118	1212	3	**404**	5	1217	3	**406**	-1	1216	3	**405**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	543	2	272	2	545	273	102	678	2	339	2	680	2	340	0	680	2	340
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		307	*North-South:*		308	*North-South:*			343	*North-South:*			344	*North-South:*			344
	East-West:		344	*East-West:*		345	*East-West:*			404	*East-West:*			406	*East-West:*			405
	SUM:		651	*SUM:*		653	*SUM:*			747	*SUM:*			750	*SUM:*			749
VOLUME/CAPACITY *(V/C)* RATIO:			0.434			0.435				0.498				0.500				0.499
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.334**			**0.335**				**0.398**				**0.400**				**0.399**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 1***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

APPENDIX E
Intersection LOS Worksheets
For Project Alternative 2

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
1	East-West Street:	Cesar E. Chavez Avenue	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	1	**78**	0	78	**78**	18	101	1	**101**	0	101	1	**101**	0	101	1	**101**
	Left-Through		0							0				0				0	
	Through	331	2	146	3	334	147	67	418	2	182	3	421	2	184	0	421	2	184
	Through-Right		1							1				1				1	
	Right	106	0	106	2	108	108	15	128	0	128	2	130	0	130	0	130	0	130
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	78	1	78	0	78	78	7	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	1217	2	**480**	24	1241	**488**	110	1402	2	**550**	24	1426	2	**558**	-4	1422	2	**557**
	Through-Right		1							1				1				1	
	Right	223	0	223	0	223	223	12	249	0	249	0	249	0	249	0	249	0	249
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	61	1	**61**	0	61	**61**	16	81	1	**81**	0	81	1	81	0	81	1	**81**
	Left-Through		0							0				0				0	
	Through	477	2	239	0	477	239	84	590	2	295	0	590	2	**295**	0	590	2	295
	Through-Right		0							0				0				0	
	Right	123	1	84	0	123	84	47	178	1	128	0	178	1	128	0	178	1	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	171	1	171	12	183	183	18	200	1	200	12	212	1	**212**	-2	210	1	210
	Left-Through		0							0				0				0	
	Through	1101	2	**380**	0	1101	**380**	63	1232	2	**425**	0	1232	2	425	0	1232	2	**425**
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	2	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		558	*North-South:*		566	*North-South:*			651	*North-South:*			659	*North-South:*			658
		East-West:		441	*East-West:*		441	*East-West:*			506	*East-West:*			507	*East-West:*			506
		SUM:		999	*SUM:*		1007	*SUM:*			1157	*SUM:*			1166	*SUM:*			1164
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.732				0.841				0.848				0.847
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.657**			**0.662**				**0.741**				**0.748**				**0.747**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
1	East-West Street:	Cesar E. Chavez Avenue	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	138	0	138	138	86	232	1	**232**	0	232	1	232	0	232	1	**232**
	Left-Through		0							0				0				0	
	Through	1054	2	**398**	24	1078	**410**	143	1262	2	477	24	1286	2	**489**	-4	1282	2	487
	Through-Right		1							1				1				1	
	Right	139	0	139	12	151	151	20	168	0	168	12	180	0	180	-2	178	0	178
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	81	1	**81**	0	81	**81**	5	91	1	91	0	91	1	**91**	0	91	1	91
	Left-Through		0							0				0				0	
	Through	680	2	267	11	691	271	107	829	2	**343**	11	840	2	346	-2	838	2	**346**
	Through-Right		1							1				1				1	
	Right	121	0	121	0	121	121	71	199	0	199	0	199	0	199	0	199	0	199
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	93	1	93	0	93	93	18	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	974	2	**487**	0	974	**487**	109	1143	2	**572**	0	1143	2	**572**	0	1143	2	**572**
	Through-Right		0							0				0				0	
	Right	164	1	95	0	164	95	41	215	1	99	0	215	1	99	0	215	1	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	121	1	**121**	6	127	**127**	16	144	1	**144**	6	150	1	**150**	-1	149	1	**149**
	Left-Through		0							0				0				0	
	Through	1130	2	406	0	1130	406	129	1329	2	476	0	1329	2	476	0	1329	2	476
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	8	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		479	*North-South:*		491	*North-South:*			575	*North-South:*			580	*North-South:*			578
		East-West:		608	*East-West:*		614	*East-West:*			716	*East-West:*			722	*East-West:*			721
		SUM:		1087	*SUM:*		1105	*SUM:*			1291	*SUM:*			1302	*SUM:*			1299
VOLUME/CAPACITY *(V/C)* RATIO:				0.791			0.804				0.939				0.947				0.945
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.734				0.839				0.847				0.845
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: *Scenario: Alternative 2*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.008 — Δ*v/c* after mitigation: 0.006

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
2	East-West Street:	Los Angeles Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							
Override Capacity			0			0			0			0							

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	432	2	187	3	435	188	73	532	2	266	3	535	2	268	0	535	2	268
	Through-Right		1							1				1				1	
	Right	129	0	129	0	129	129	270	407	0	323	0	407	0	323	0	407	0	323
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	88	0	88	88	58	151	1	151	0	151	1	151	0	151	1	151
	Left-Through		0							0				0				0	
	Through	1140	2	**466**	24	1164	**478**	110	1320	2	**533**	24	1344	2	**545**	-4	1340	2	**543**
	Through-Right		1							1				1				1	
	Right	258	0	258	12	270	270	6	280	0	280	12	292	0	292	-2	290	0	290
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	1	30	2	57	31	9	67	1	37	2	69	1	38	0	69	1	38
	Left-Through		1							1				1				1	
	Through	34	0	**50**	0	34	**50**	26	62	0	**79**	0	62	0	**79**	0	62	0	**79**
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	116	0	**116**	0	116	**116**	46	169	0	**169**	0	169	0	**169**	0	169	0	**169**
	Left-Through		1							1				1				1	
	Through	67	1	67	0	67	67	19	90	1	90	0	90	1	90	0	90	1	90
	Through-Right		0							0				0				0	
	Right	36	1	0	0	36	0	18	56	1	0	0	56	1	0	0	56	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		466	*North-South:*		478	*North-South:*			533	*North-South:*			545	*North-South:*			543
		East-West:		166	*East-West:*		166	*East-West:*			248	*East-West:*			248	*East-West:*			248
		SUM:		632	*SUM:*		644	*SUM:*			781	*SUM:*			793	*SUM:*			791
VOLUME/CAPACITY *(V/C)* RATIO:				0.460			0.468				0.568				0.577				0.575
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.390**			**0.398**				**0.468**				**0.477**				**0.475**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
2	East-West Street:	Los Angeles Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	872	2	**335**	24	896	**343**	149	1075	2	**467**	24	1099	2	**475**	-4	1095	2	**474**
	Through-Right		1							1				1				1	
	Right	132	0	132	0	132	132	187	327	0	327	0	327	0	327	0	327	0	327
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	84	1	**84**	0	84	**84**	41	130	1	**130**	0	130	1	**130**	0	130	1	**130**
	Left-Through		0							0				0				0	
	Through	826	2	312	11	837	318	116	993	2	372	11	1004	2	378	-2	1002	2	377
	Through-Right		1							1				1				1	
	Right	110	0	110	6	116	116	7	124	0	124	6	130	0	130	-1	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	344	1	**189**	12	356	**196**	6	371	1	**204**	12	383	1	**211**	-2	381	1	**210**
	Left-Through		1							1				1				1	
	Through	79	0	111	0	79	111	18	102	0	136	0	102	0	136	0	102	0	136
	Through-Right		1							1				1				1	
	Right	32	0	32	0	32	32	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	161	0	**161**	0	161	**161**	238	409	0	**409**	0	409	0	**409**	0	409	0	**409**
	Left-Through		1							1				1				1	
	Through	74	1	74	0	74	74	100	179	1	179	0	179	1	179	0	179	1	179
	Through-Right		0							0				0				0	
	Right	79	1	37	0	79	37	94	178	1	113	0	178	1	113	0	178	1	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		419	*North-South:*		427	*North-South:*			597	*North-South:*			605	*North-South:*			604
		East-West:		350	*East-West:*		357	*East-West:*			613	*East-West:*			620	*East-West:*			619
		SUM:		769	*SUM:*		784	*SUM:*			1210	*SUM:*			1225	*SUM:*			1223
VOLUME/CAPACITY *(V/C)* RATIO:				0.559			0.570				0.880				0.891				0.889
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.489**			**0.500**				**0.780**				**0.791**				**0.789**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
3	East-West Street:	Arcadia Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	**26**	0	26	**26**	0	28	1	**28**	0	28	1	**28**	0	28	1	**28**
	Left-Through		0							0				0				0	
	Through	180	2	90	28	208	104	204	395	2	198	28	423	2	212	-4	419	2	210
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	322	1	**173**	12	334	**179**	12	354	1	**190**	12	366	1	**196**	-2	364	1	**195**
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	312	0	312	30	342	342	6	337	0	337	30	367	0	367	-5	362	0	362
	Left-Through		1							1				1				1	
	Through	963	1	**432**	0	963	**442**	108	1130	1	**497**	0	1130	1	**507**	0	1130	1	**505**
	Through-Right		1							1				1				1	
	Right	22	0	432	0	22	442	0	23	0	497	0	23	0	507	0	23	0	505
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		199	*North-South:*		205	*North-South:*			218	*North-South:*			224	*North-South:*			223
		East-West:		432	*East-West:*		442	*East-West:*			497	*East-West:*			507	*East-West:*			505
		SUM:		631	*SUM:*		647	*SUM:*			715	*SUM:*			731	*SUM:*			728
VOLUME/CAPACITY *(V/C)* RATIO:				0.421			0.431				0.477				0.487				0.485
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.351**			**0.361**				**0.377**				**0.387**				**0.385**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Oct-11
3	East-West Street:	Arcadia Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	89	1	89	0	89	89	0	94	1	94	0	94	1	94	0	94	1	94
Left-Through		0							0				0				0	
Through	719	2	**360**	225	944	**472**	92	855	2	**428**	225	1080	2	**540**	-37	1043	2	**522**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	134	1	89	6	140	92	39	181	1	114	6	187	1	117	-1	186	1	117
Through-Right		1							1				1				1	
Right	44	0	44	0	44	44	0	47	0	47	0	47	0	47	0	47	0	47
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	105	0	105	14	119	119	25	136	0	136	14	150	0	150	-2	148	0	148
Left-Through		1							1				1				1	
Through	729	1	**284**	0	729	**288**	48	822	1	**325**	0	822	1	**330**	0	822	1	**329**
Through-Right		1							1				1				1	
Right	17	0	284	0	17	288	0	18	0	325	0	18	0	330	0	18	0	329
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		360	*North-South:*		472	*North-South:*			428	*North-South:*			540	*North-South:*			522
	East-West:		284	*East-West:*		288	*East-West:*			325	*East-West:*			330	*East-West:*			329
	SUM:		644	*SUM:*		760	*SUM:*			753	*SUM:*			870	*SUM:*			851
VOLUME/CAPACITY *(V/C)* RATIO:			0.429			0.507				0.502				0.580				0.567
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.359**			**0.437**				**0.402**				**0.480**				**0.467**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.078	Δ*v/c* after mitigation:	0.065
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
4	East-West Street:	US-101 NB off-ramp/Arcadia Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	0	27	**27**	0	29	1	**29**	0	29	1	**29**	0	29	1	**29**
	Left-Through		0							0				0				0	
	Through	757	3	252	3	760	253	312	1116	3	372	3	1119	3	373	0	1119	3	373
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	904	2	**324**	24	928	**332**	125	1085	2	**386**	24	1109	2	**394**	-4	1105	2	**393**
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	1	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	485	1	485	78	563	563	87	602	1	602	78	680	1	680	-13	667	1	667
	Left-Through		1							1				1				1	
	Through	1201	1	**601**	30	1231	**616**	113	1388	1	**694**	30	1418	1	**709**	-5	1413	1	**707**
	Through-Right		1							1				1				1	
	Right	112	0	112	0	112	112	87	206	0	206	0	206	0	206	0	206	0	206
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		351	North-South:		359	North-South:			415	North-South:			423	North-South:			422
		East-West:		601	East-West:		616	East-West:			694	East-West:			709	East-West:			707
		SUM:		952	SUM:		975	SUM:			1109	SUM:			1132	SUM:			1129
VOLUME/CAPACITY (V/C) RATIO:				0.635			0.650				0.739				0.755				0.753
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.565**			**0.580**				**0.639**				**0.655**				**0.653**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: *Scenario: Alternative 2*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.016 — Δ*v/c* after mitigation: 0.014

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
4	East-West Street:	US-101 NB off-ramp/Arcadia Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	22	0	22	22	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through		0							0				0				0	
	Through	1624	3	**541**	24	1648	**549**	411	2135	3	**712**	24	2159	3	**720**	-4	2155	3	**718**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	727	2	253	11	738	257	257	1029	2	355	11	1040	2	358	-2	1038	2	358
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	371	1	371	36	407	**401**	76	470	1	**457**	36	506	1	**474**	-6	500	1	**471**
	Left-Through		1							1				1				1	
	Through	781	1	**391**	14	795	401	73	902	1	457	14	916	1	474	-2	914	1	471
	Through-Right		1							1				1				1	
	Right	138	0	138	0	138	138	69	215	0	215	0	215	0	215	0	215	0	215
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		541	*North-South:*		549	*North-South:*			712	*North-South:*			720	*North-South:*			718
		East-West:		391	*East-West:*		401	*East-West:*			457	*East-West:*			474	*East-West:*			471
		SUM:		932	*SUM:*		950	*SUM:*			1169	*SUM:*			1194	*SUM:*			1189
VOLUME/CAPACITY *(V/C)* RATIO:				0.621			0.633				0.779				0.796				0.793
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.551**			**0.563**				**0.679**				**0.696**				**0.693**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	Δ*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
5	East-West Street:	Aliso Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 SB--		0	NB-- 2 SB--		0	NB-- 2 SB--		0		NB-- 2 SB--		0		NB-- 2 SB--		0	
		EB-- 2 WB--		0	EB-- 2 WB--		0	EB-- 2 WB--		0		EB-- 2 WB--		0		EB-- 2 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	219	2	110	28	247	124	204	436	2	218	28	464	2	232	-4	460	2	230
	Through-Right		0							0				0				0	
	Right	145	1	145	10	155	155	98	252	1	252	10	262	1	262	-2	260	1	260
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		1							1				1				1	
	Through	612	1	**310**	42	654	**331**	19	669	1	**343**	42	711	1	**364**	-7	704	1	**360**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		1							1				1				1	
	Through	381	1	**175**	0	381	**175**	38	442	1	**198**	0	442	1	**198**	0	442	1	**198**
	Through-Right		1							1				1				1	
	Right	130	0	175	0	130	175	0	138	0	198	0	138	0	198	0	138	0	198
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		310			331		*North-South:*		343				364				360
		East-West:		175			175		*East-West:*		198				198				198
		SUM:		485			506		*SUM:*		541				562				558
	VOLUME/CAPACITY *(V/C)* RATIO:			0.323			0.337				0.361				0.375				0.372
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.253			0.267				0.261				0.275				0.272
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: *Scenario: Alternative 2*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.014 — Δ*v/c* after mitigation: 0.011

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
5	East-West Street:	Aliso Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 SB--		0	NB-- 2 SB--		0	NB-- 2 SB--		0		NB-- 2 SB--		0		NB-- 2 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	775	2	**388**	225	1000	**500**	92	915	2	458	225	1140	2	570	-37	1103	2	552
	Through-Right		0							0				0				0	
	Right	380	1	380	79	459	459	101	504	1	**504**	79	583	1	**583**	-13	570	1	**570**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	2	0	**2**	0	2	**2**	0	2	0	**2**	0	2	0	**2**	0	2	0	**2**
	Left-Through		1							1				1				1	
	Through	237	1	125	20	257	135	64	316	1	164	20	336	1	174	-3	333	1	173
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	37	0	37	0	37	37	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		1							1				1				1	
	Through	911	1	**323**	0	911	**323**	245	1212	1	**424**	0	1212	1	**424**	0	1212	1	**424**
	Through-Right		1							1				1				1	
	Right	20	0	323	0	20	323	0	21	0	424	0	21	0	424	0	21	0	424
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		390			502		*North-South:*		506				585				572
		East-West:		323			323		*East-West:*		424				424				424
		SUM:		713			825		*SUM:*		930				1009				996
	VOLUME/CAPACITY *(V/C)* RATIO:			0.475			0.550				0.620				0.673				0.664
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.405**			**0.480**				**0.520**				**0.573**				**0.564**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.053 **Δ*v/c* after mitigation:** 0.044

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street/Aliso Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
6	East-West Street:	Commercial Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 1	SB--	0	NB-- 1	SB--	0		NB-- 1	SB--	0		NB-- 1	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2		EB-- 0	WB--	2		EB-- 0	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	596	3	199	3	599	200	158	791	3	264	3	794	3	265	0	794	3	265
	Through-Right		0							0				0				0	
	Right	119	1	0	4	123	0	13	139	1	0	4	143	1	0	-1	142	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	108	1	108	0	108	108	37	152	1	152	0	152	1	152	0	152	1	152
	Left-Through		0							0				0				0	
	Through	1309	3	**436**	102	1411	**470**	175	1565	3	**522**	102	1667	3	**556**	-17	1650	3	**550**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	50	2	28	0	50	28	0	53	2	29	0	53	2	29	0	53	2	29
	Left-Through		0							0				0				0	
	Through	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Through-Right		0							0				0				0	
	Right	129	1	**129**	0	129	**129**	0	137	1	**137**	0	137	1	**137**	0	137	1	**137**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	182	1	**182**	0	182	**182**	2	195	1	195	0	195	1	195	0	195	1	195
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	143	1	143	0	143	143	154	306	1	**306**	0	306	1	**306**	0	306	1	**306**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		436	*North-South:*		470	*North-South:*			522	*North-South:*			556	*North-South:*			550
		East-West:		311	*East-West:*		311	*East-West:*			443	*East-West:*			443	*East-West:*			443
		SUM:		747	*SUM:*		781	*SUM:*			965	*SUM:*			999	*SUM:*			993
VOLUME/CAPACITY *(V/C)* RATIO:				0.524			0.548				0.677				0.701				0.697
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.454**			**0.478**				**0.577**				**0.601**				**0.597**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**B**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.024	Δ*v/c* after mitigation:	0.020
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street/Aliso Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
6	East-West Street:	Commercial Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 1	SB--	0	NB-- 1	SB--	0		NB-- 1	SB--	0		NB-- 1	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2		EB-- 0	WB--	2		EB-- 0	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1175	3	**392**	24	1199	**400**	288	1535	3	**512**	24	1559	3	**520**	-4	1555	3	**518**
	Through-Right		0							0				0				0	
	Right	313	1	0	30	343	0	10	342	1	0	30	372	1	0	-5	367	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	114	1	**114**	0	114	**114**	109	230	1	**230**	0	230	1	**230**	0	230	1	**230**
	Left-Through		0							0				0				0	
	Through	977	3	326	47	1024	341	224	1261	3	420	47	1308	3	436	-8	1300	3	433
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	335	2	**184**	0	335	**184**	0	356	2	**196**	0	356	2	**196**	0	356	2	**196**
	Left-Through		0							0				0				0	
	Through	172	1	172	0	172	172	0	183	1	183	0	183	1	183	0	183	1	183
	Through-Right		0							0				0				0	
	Right	52	1	52	0	52	52	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	94	1	94	0	94	94	11	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	145	1	**145**	0	145	**145**	124	278	1	**278**	0	278	1	**278**	0	278	1	**278**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		506	*North-South:*		514	*North-South:*			742	*North-South:*			750	*North-South:*			748
		East-West:		329	*East-West:*		329	*East-West:*			474	*East-West:*			474	*East-West:*			474
		SUM:		835	*SUM:*		843	*SUM:*			1216	*SUM:*			1224	*SUM:*			1222
VOLUME/CAPACITY *(V/C)* RATIO:				0.586			0.592				0.853				0.859				0.858
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.516**			**0.522**				**0.753**				**0.759**				**0.758**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Garey Street/US-101 SB On/off Ramps	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
7	East-West Street:	Commercial Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		1							1				1				1	
	Through	24	0	**16**	0	24	**16**	39	64	0	**37**	0	64	0	**37**	0	64	0	**37**
	Through-Right		1							1				1				1	
	Right	6	0	16	0	6	16	0	6	0	37	0	6	0	37	0	6	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	141	0	141	0	141	141	53	203	0	203	0	203	0	203	0	203	0	203
	Left-Through		1							1				1				1	
	Through	50	0	**191**	0	50	**191**	106	159	0	**362**	0	159	0	**362**	0	159	0	**362**
	Through-Right		0							0				0				0	
	Right	235	1	187	0	235	185	163	412	1	351	0	412	1	350	0	412	1	350
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	177	2	**97**	4	181	**100**	35	223	2	**123**	4	227	2	**125**	-1	226	2	**124**
	Left-Through		0							0				0				0	
	Through	42	0	52	0	42	52	0	45	0	56	0	45	0	56	0	45	0	56
	Through-Right		1							1				1				1	
	Right	10	0	0	0	10	0	0	11	0	0	0	11	0	0	0	11	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	64	1	**64**	0	64	**64**	2	70	1	**70**	0	70	1	**70**	0	70	1	**70**
	Through-Right		1							1				1				1	
	Right	66	0	0	0	66	0	37	107	0	6	0	107	0	6	0	107	0	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		207	*North-South:*		207	*North-South:*			399	*North-South:*			399	*North-South:*			399
		East-West:		161	*East-West:*		164	*East-West:*			193	*East-West:*			195	*East-West:*			194
		SUM:		368	*SUM:*		371	*SUM:*			592	*SUM:*			594	*SUM:*			593
VOLUME/CAPACITY *(V/C)* RATIO:				0.268			0.270				0.431				0.432				0.431
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.198**			**0.200**				**0.331**				**0.332**				**0.331**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Garey Street/US-101 SB On/off Ramps	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
7	East-West Street:	Commercial Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1				1					1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		3	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	9	0	9	0	9	9	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		1							1				1				1	
	Through	364	0	**196**	0	364	**196**	117	503	0	**271**	0	503	0	**271**	0	503	0	**271**
	Through-Right		1							1				1				1	
	Right	18	0	196	0	18	196	0	19	0	271	0	19	0	271	0	19	0	271
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	40	0	40	0	40	40	93	135	0	135	0	135	0	135	0	135	0	135
	Left-Through		1							1				1				1	
	Through	9	0	**49**	0	9	**49**	56	66	0	**201**	0	66	0	**201**	0	66	0	**201**
	Through-Right		0							0				0				0	
	Right	99	1	0	0	99	0	129	234	1	30	0	234	1	22	0	234	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	587	2	**323**	30	617	**339**	119	742	2	**408**	30	772	2	**425**	-5	767	2	**422**
	Left-Through		0							0				0				0	
	Through	62	0	73	0	62	73	0	66	0	78	0	66	0	78	0	66	0	78
	Through-Right		1							1				1				1	
	Right	11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
	Left-Through		1							1				1				1	
	Through	45	1	23	0	45	23	0	48	1	24	0	48	1	24	0	48	1	24
	Through-Right		1							1				1				1	
	Right	197	0	**177**	0	197	**177**	44	253	0	**186**	0	253	0	**186**	0	253	0	**186**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		245	*North-South:*		245	*North-South:*			472	*North-South:*			472	*North-South:*			472
		East-West:		500	*East-West:*		516	*East-West:*			594	*East-West:*			611	*East-West:*			608
		SUM:		745	*SUM:*		761	*SUM:*			1066	*SUM:*			1083	*SUM:*			1080
	VOLUME/CAPACITY *(V/C)* RATIO:			0.542			0.553				0.775				0.788				0.785
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.472**			**0.483**				**0.675**				**0.688**				**0.685**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.013 **Δ*v/c* after mitigation:** 0.010

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Broadway	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
8	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	**77**	0	77	**77**	5	87	1	**87**	0	87	1	**87**	0	87	1	**87**
	Left-Through		0							0				0				0	
	Through	309	2	135	0	309	135	76	404	2	169	0	404	2	169	0	404	2	169
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	0	102	0	102	0	102	0	102	0	102	0	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	88	6	94	94	5	98	1	98	6	104	1	104	-1	103	1	103
	Left-Through		0							0				0				0	
	Through	760	1	**496**	0	760	**496**	246	1053	1	**650**	0	1053	1	**650**	0	1053	1	**650**
	Through-Right		1							1				1				1	
	Right	232	0	232	0	232	232	1	247	0	247	0	247	0	247	0	247	0	247
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	45	1	45	0	45	45	7	55	1	**55**	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	476	1	**279**	36	512	**297**	53	558	1	323	36	594	1	**341**	-6	588	1	**338**
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	1	87	0	87	0	87	0	87	0	87	0	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	40	1	**40**	0	40	**40**	0	42	1	42	0	42	1	**42**	0	42	1	**42**
	Left-Through		0							0				0				0	
	Through	452	1	251	5	457	254	93	573	1	**319**	5	578	1	322	-1	577	1	321
	Through-Right		1							1				1				1	
	Right	50	0	50	1	51	51	11	64	0	64	1	65	0	65	0	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		573	*North-South:*		573	*North-South:*			737	*North-South:*			737	*North-South:*			737
		East-West:		319	*East-West:*		337	*East-West:*			374	*East-West:*			383	*East-West:*			380
		SUM:		892	*SUM:*		910	*SUM:*			1111	*SUM:*			1120	*SUM:*			1117
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.662				0.808				0.815				0.812
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.579			0.592				0.708				0.715				0.712
LEVEL OF SERVICE (LOS):				A			A				C				C				C

REMARKS: *Scenario: Alternative 2*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.007 — Δ*v/c* after mitigation: 0.004

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Broadway	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
8	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	0	82	82	2	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	1101	2	387	0	1101	387	210	1379	2	481	0	1379	2	481	0	1379	2	481
	Through-Right		1							1				1				1	
	Right	59	0	59	0	59	59	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	1	36	3	39	39	6	44	1	44	3	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	433	1	315	0	433	315	181	641	1	428	0	641	1	428	0	641	1	428
	Through-Right		1							1				1				1	
	Right	197	0	197	0	197	197	5	214	0	214	0	214	0	214	0	214	0	214
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	79	1	79	0	79	79	2	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	653	1	342	17	670	350	113	806	1	421	17	823	1	430	-3	820	1	428
	Through-Right		1							1				1				1	
	Right	30	0	30	0	30	30	4	36	0	36	0	36	0	36	0	36	0	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	1	31	0	31	31	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	747	1	424	36	783	445	90	883	1	499	36	919	1	520	-6	913	1	517
	Through-Right		1							1				1				1	
	Right	100	0	100	6	106	106	9	115	0	115	6	121	0	121	-1	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		423	North-South:		426	North-South:			525	North-South:			528	North-South:			528
		East-West:		503	East-West:		524	East-West:			585	East-West:			606	East-West:			603
		SUM:		926	SUM:		950	SUM:			1110	SUM:			1134	SUM:			1131
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.691				0.807				0.825				0.823
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.603			0.621				0.707				0.725				0.723
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS: *Scenario: Alternative 2*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.018 — Δ*v/c* after mitigation: 0.016

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Spring Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
9	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	**1**	0	1	**1**	0	1	0	**1**	0	1	0	**1**	0	1	0	**1**
	Left-Through		1							1				1				1	
	Through	43	0	26	0	43	26	0	46	0	28	0	46	0	28	0	46	0	28
	Through-Right		1							1				1				1	
	Right	3	0	26	0	3	26	0	3	0	28	0	3	0	28	0	3	0	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	55	0	55	6	61	61	3	61	0	61	6	67	0	67	-1	66	0	66
	Left-Through		1							1				1				1	
	Through	1208	2	**421**	0	1208	**423**	124	1406	2	**489**	0	1406	2	**491**	0	1406	2	**491**
	Through-Right		0							0				0				0	
	Right	98	1	98	0	98	98	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		1							1				1				1	
	Through	521	0	**340**	42	563	**361**	58	611	0	**390**	42	653	0	**411**	-7	646	0	**407**
	Through-Right		1							1				1				1	
	Right	154	0	340	0	154	361	1	164	0	390	0	164	0	411	0	164	0	407
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	1	**46**	0	46	**46**	2	51	1	**51**	0	51	1	**51**	0	51	1	**51**
	Left-Through		0							0				0				0	
	Through	445	1	223	5	450	225	104	576	1	288	5	581	1	291	-1	580	1	290
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		422	*North-South:*		424	*North-South:*			490	*North-South:*			492	*North-South:*			492
		East-West:		386	*East-West:*		407	*East-West:*			441	*East-West:*			462	*East-West:*			458
		SUM:		808	*SUM:*		831	*SUM:*			931	*SUM:*			954	*SUM:*			950
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.583				0.653				0.669				0.667
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.497**			**0.513**				**0.553**				**0.569**				**0.567**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	Δ*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Spring Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
9	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		1							1				1				1	
	Through	91	0	47	0	91	47	0	97	0	50	0	97	0	50	0	97	0	50
	Through-Right		1							1				1				1	
	Right	3	0	47	0	3	47	0	3	0	50	0	3	0	50	0	3	0	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	23	0	23	3	26	26	14	38	0	38	3	41	0	41	0	41	0	41
	Left-Through		1							1				1				1	
	Through	480	2	**168**	0	480	**169**	458	968	2	**335**	0	968	2	**336**	0	968	2	**336**
	Through-Right		0							0				0				0	
	Right	80	1	80	0	80	80	1	86	1	86	0	86	1	86	0	86	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		1							1				1				1	
	Through	695	0	**380**	20	715	**390**	115	853	0	**463**	20	873	0	**473**	-3	870	0	**472**
	Through-Right		1							1				1				1	
	Right	65	0	380	0	65	390	4	73	0	463	0	73	0	473	0	73	0	472
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	77	1	**77**	0	77	**77**	3	85	1	**85**	0	85	1	**85**	0	85	1	**85**
	Left-Through		0							0				0				0	
	Through	816	1	409	42	858	430	98	964	1	483	42	1006	1	504	-7	999	1	500
	Through-Right		1							1				1				1	
	Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		168	*North-South:*		169	*North-South:*			335	*North-South:*			336	*North-South:*			336
		East-West:		457	*East-West:*		467	*East-West:*			548	*East-West:*			558	*East-West:*			557
		SUM:		625	*SUM:*		636	*SUM:*			883	*SUM:*			894	*SUM:*			893
VOLUME/CAPACITY *(V/C)* RATIO:				0.439			0.446				0.620				0.627				0.627
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.369**			**0.376**				**0.520**				**0.527**				**0.527**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
10	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		3			3			3				3				3		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0				0		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	0		NB-- 0 SB--	0		NB-- 0 SB--	0			NB-- 0 SB--	0			NB-- 0 SB--	0		
		EB-- 0 WB--	0		EB-- 0 WB--	0		EB-- 0 WB--	0			EB-- 0 WB--	0			EB-- 0 WB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		1			1			2				2				2		
	Override Capacity		0			0			0				0				0		
NORTHBOUND	Left	65	0	65	0	65	65	9	78	0	78	0	78	0	78	0	78	0	78
	Left-Through		1							1				1				1	
	Through	455	3	130	0	455	130	24	507	3	146	0	507	3	146	0	507	3	146
	Through-Right		0							0				0				0	
	Right	151	1	**151**	0	151	**151**	3	163	1	**163**	0	163	1	**163**	0	163	1	**163**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	79	1	**79**	0	79	**79**	0	84	1	**84**	0	84	1	**84**	0	84	1	**84**
	Left-Through		0							0				0				0	
	Through	526	2	263	48	574	287	61	619	2	310	48	667	2	334	-8	659	2	330
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	372	1	**214**	5	377	**217**	97	492	1	**276**	5	497	1	**279**	-1	496	1	**279**
	Through-Right		1							1				1				1	
	Right	56	0	56	1	57	57	1	60	0	60	1	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	151		*North-South:*	151		*North-South:*	163			*North-South:*	163			*North-South:*	163		
		East-West:	293		*East-West:*	296		*East-West:*	360			*East-West:*	363			*East-West:*	363		
		SUM:	444		*SUM:*	447		*SUM:*	523			*SUM:*	526			*SUM:*	526		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.312			0.314			0.367				0.369				0.369		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.242**			**0.244**			**0.267**				**0.269**				**0.269**		
	LEVEL OF SERVICE (LOS):		**A**			**A**			**A**				**A**				**A**		

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 **Δ*v/c* after mitigation:** 0.002

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
10	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	0	200	0	200	200	4	216	0	216	0	216	0	216	0	216	0	216
	Left-Through		1							1				1				1	
	Through	1423	3	**406**	0	1423	**406**	135	1646	3	**466**	0	1646	3	**466**	0	1646	3	**466**
	Through-Right		0							0				0				0	
	Right	120	1	120	0	120	120	2	129	1	129	0	129	1	129	0	129	1	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	93	1	**93**	0	93	**93**	1	100	1	**100**	0	100	1	**100**	0	100	1	**100**
	Left-Through		0							0				0				0	
	Through	618	2	309	22	640	320	128	784	2	392	22	806	2	403	-4	802	2	401
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	695	1	**406**	42	737	**430**	97	835	1	**479**	42	877	1	**503**	-7	870	1	**499**
	Through-Right		1							1				1				1	
	Right	116	0	116	6	122	122	0	123	0	123	6	129	0	129	-1	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		406	*North-South:*		406	*North-South:*			466	*North-South:*			466	*North-South:*			466
		East-West:		499	*East-West:*		523	*East-West:*			579	*East-West:*			603	*East-West:*			599
		SUM:		905	*SUM:*		929	*SUM:*			1045	*SUM:*			1069	*SUM:*			1065
VOLUME/CAPACITY *(V/C)* RATIO:				0.635			0.652				0.733				0.750				0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.565**			**0.582**				**0.633**				**0.650**				**0.647**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	Δ*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
11	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Scenario:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	34	1	**34**	0	34	34	33	69	1	**69**	0	69	1	69	0	69	1	69
Left-Through		0							0				0				0	
Through	242	2	121	2	244	**122**	294	551	2	276	2	553	2	**277**	0	553	2	**277**
Through-Right		0							0				0				0	
Right	38	1	0	0	38	0	7	47	1	1	0	47	1	1	0	47	1	1
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	107	1	107	252	359	**359**	77	191	1	191	252	443	1	**443**	-42	401	1	**401**
Left-Through		0							0				0				0	
Through	881	2	**441**	0	881	441	53	988	2	**494**	0	988	2	494	0	988	2	494
Through-Right		0							0				0				0	
Right	99	1	77	0	99	77	0	105	1	80	0	105	1	80	0	105	1	80
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	45	1	45	0	45	45	2	50	1	50	0	50	1	50	0	50	1	50
Left-Through		0							0				0				0	
Through	370	1	**312**	48	418	**336**	54	447	1	**362**	48	495	1	**386**	-8	487	1	**382**
Through-Right		1							1				1				1	
Right	253	0	253	0	253	253	7	276	0	276	0	276	0	276	0	276	0	276
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	83	1	**83**	0	83	**83**	4	92	1	**92**	0	92	1	**92**	0	92	1	**92**
Left-Through		0							0				0				0	
Through	294	2	147	6	300	150	65	377	2	189	6	383	2	192	-1	382	2	191
Through-Right		0							0				0				0	
Right	128	1	75	35	163	0	6	142	1	47	35	177	1	0	-6	171	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		475	*North-South:*		481	*North-South:*			563	*North-South:*			720	*North-South:*			678
	East-West:		395	*East-West:*		419	*East-West:*			454	*East-West:*			478	*East-West:*			474
	SUM:		870	*SUM:*		900	*SUM:*			1017	*SUM:*			1198	*SUM:*			1152
VOLUME/CAPACITY *(V/C)* RATIO:			0.580			0.600				0.678				0.799				0.768
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.510**			**0.530**				**0.578**				**0.699**		TDM		**0.668**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**B**				**B**

REMARKS: *Scenario: Alternative 2*

TDM & Signal Upgrade 0.658

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.121 — Δ*v/c* after mitigation: 0.080

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
11	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	84	0	84	84	13	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	916	2	**458**	18	934	**467**	174	1146	2	**573**	18	1164	2	**582**	-3	1161	2	**581**
	Through-Right		0							0				0				0	
	Right	41	1	20	0	41	20	2	46	1	22	0	46	1	22	0	46	1	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	74	1	**74**	117	191	**191**	35	114	1	**114**	117	231	1	**231**	-19	212	1	**212**
	Left-Through		0							0				0				0	
	Through	287	2	144	0	287	144	205	510	2	255	0	510	2	255	0	510	2	255
	Through-Right		0							0				0				0	
	Right	143	1	108	0	143	108	0	152	1	108	0	152	1	108	0	152	1	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	71	1	71	0	71	**71**	14	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	582	1	**339**	22	604	350	89	707	1	**418**	22	729	1	**429**	-4	725	1	**427**
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	26	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	42	1	**42**	0	42	42	4	49	1	**49**	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	600	2	300	49	649	325	85	722	2	361	49	771	2	386	-8	763	2	382
	Through-Right		0							0				0				0	
	Right	169	1	132	285	454	**359**	5	184	1	127	285	469	1	354	-47	422	1	316
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	532		*North-South:*	658		*North-South:*	687			*North-South:*	813			*North-South:*	793		
		East-West:	381		*East-West:*	430		*East-West:*	467			*East-West:*	478			*East-West:*	476		
		SUM:	913		*SUM:*	1088		*SUM:*	1154			*SUM:*	1291			*SUM:*	1269		
VOLUME/CAPACITY *(V/C)* RATIO:			0.609			0.725			0.769				0.861				0.846		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.539			0.655			0.669				0.761			TDM	0.746		
LEVEL OF SERVICE (LOS):			A			B			B				C				C		

REMARKS: *Scenario: Alternative 2*

TDM & Signal Upgrade 0.736

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.092 — Δ*v/c* after mitigation: 0.067

Significant impacted? YES — Fully mitigated? NO

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Judge John Aiso Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
12	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	103	2	**57**	41	144	**79**	6	115	2	**63**	41	156	2	**86**	-7	149	2	**82**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	84	1	19	8	92	0	1	90	1	21	8	98	1	0	-1	97	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	366	1	**266**	0	366	366	125	514	1	**346**	0	514	1	**497**	0	514	1	**472**
	Through-Right		1							1				1				1	
	Right	165	0	165	301	466	**427**	3	178	0	178	301	479	0	479	-50	429	0	429
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	130	1	**130**	108	238	**238**	0	138	1	**138**	108	246	1	**246**	-18	228	1	**228**
	Left-Through		0							0				0				0	
	Through	398	2	199	0	398	199	77	499	2	250	0	499	2	250	0	499	2	250
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		57	*North-South:*		79	*North-South:*			63	*North-South:*			86	*North-South:*			82
		East-West:		396	*East-West:*		665	*East-West:*			484	*East-West:*			743	*East-West:*			700
		SUM:		453	*SUM:*		744	*SUM:*			547	*SUM:*			829	*SUM:*			782
	VOLUME/CAPACITY *(V/C)* RATIO:			0.302			0.496				0.365				0.553				0.521
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.232**			**0.426**				**0.265**				**0.453**				**0.421**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.188	Δ*v/c* after mitigation:	0.156
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Judge John Aiso Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
12	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	234	2	**129**	334	568	**312**	2	250	2	**138**	334	584	2	**321**	-55	529	2	**291**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	143	1	84	61	204	120	1	153	1	90	61	214	1	126	-10	204	1	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	670	1	**370**	0	670	**440**	128	839	1	**458**	0	839	1	**528**	0	839	1	**517**
	Through-Right		1							1				1				1	
	Right	70	0	70	140	210	210	3	77	0	77	140	217	0	217	-23	194	0	194
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	118	1	**118**	50	168	**168**	1	126	1	**126**	50	176	1	**176**	-8	168	1	**168**
	Left-Through		0							0				0				0	
	Through	541	2	271	0	541	271	87	661	2	331	0	661	2	331	0	661	2	331
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		129	*North-South:*		312	*North-South:*			138	*North-South:*			321	*North-South:*			291
		East-West:		488	*East-West:*		608	*East-West:*			584	*East-West:*			704	*East-West:*			685
		SUM:		617	*SUM:*		920	*SUM:*			722	*SUM:*			1025	*SUM:*			976
VOLUME/CAPACITY *(V/C)* RATIO:				0.411			0.613				0.481				0.683				0.651
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.341**			**0.543**				**0.381**				**0.583**				**0.551**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.202	Δ*v/c* after mitigation:	0.170
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
13	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							
Override Capacity			0			0			0			0							

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	141	1	**141**	0	141	**141**	18	168	1	**168**	0	168	1	**168**	0	168	1	**168**
Left-Through		0							0				0				0	
Through	630	1	316	0	630	316	101	770	1	386	0	770	1	386	0	770	1	386
Through-Right		1							1				1				1	
Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	26	1	26	0	26	26	109	137	1	137	0	137	1	137	0	137	1	137
Left-Through		0							0				0				0	
Through	1064	2	**532**	0	1064	**532**	48	1177	2	**589**	0	1177	2	**589**	0	1177	2	**589**
Through-Right		0							0				0				0	
Right	360	1	322	102	462	421	20	402	1	356	102	504	1	454	-17	487	1	438
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	76	1	**76**	7	83	**83**	12	93	1	**93**	7	100	1	**100**	-1	99	1	**99**
Left-Through		0							0				0				0	
Through	136	1	127	1	137	127	110	254	1	191	1	255	1	192	0	255	1	192
Through-Right		1							1				1				1	
Right	117	0	117	0	117	117	4	128	0	128	0	128	0	128	0	128	0	128
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
Left-Through		0							0				0				0	
Through	115	1	**67**	6	121	**70**	39	161	1	**120**	6	167	1	**123**	-1	166	1	**122**
Through-Right		1							1				1				1	
Right	19	0	19	0	19	19	58	78	0	78	0	78	0	78	0	78	0	78
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		673	*North-South:*		673	*North-South:*			757	*North-South:*			757	*North-South:*			757
	East-West:		143	*East-West:*		153	*East-West:*			213	*East-West:*			223	*East-West:*			221
	SUM:		816	*SUM:*		826	*SUM:*			970	*SUM:*			980	*SUM:*			978
VOLUME/CAPACITY *(V/C)* RATIO:			0.593			0.601				0.705				0.713				0.711
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.523**			**0.531**				**0.605**				**0.613**			TDM	**0.611**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: *Scenario: Alternative 2*

TDM & Signal Upgrade	0.601

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	-0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Oct-11
13	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	0	107	107	10	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0							0				0				0	
	Through	1170	1	586	0	1170	586	96	1338	1	670	0	1338	1	670	0	1338	1	670
	Through-Right		1							1				1				1	
	Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	50	1	50	0	50	50	85	138	1	138	0	138	1	138	0	138	1	138
	Left-Through		0							0				0				0	
	Through	841	2	421	0	841	421	140	1033	2	517	0	1033	2	517	0	1033	2	517
	Through-Right		0							0				0				0	
	Right	331	1	211	47	378	231	10	361	1	227	47	408	1	246	-8	400	1	243
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	240	1	240	55	295	295	14	269	1	269	55	324	1	324	-9	315	1	315
	Left-Through		0							0				0				0	
	Through	431	1	312	6	437	315	95	553	1	389	6	559	1	392	-1	558	1	392
	Through-Right		1							1				1				1	
	Right	192	0	192	0	192	192	21	225	0	225	0	225	0	225	0	225	0	225
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	1	24	0	24	24	4	29	1	29	0	29	1	29	0	29	1	29
	Left-Through		0							0				0				0	
	Through	127	1	81	3	130	82	67	202	1	202	3	205	1	205	0	205	1	205
	Through-Right		1							1				1				1	
	Right	34	0	34	0	34	34	189	225	0	225	0	225	0	225	0	225	0	225
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		636	North-South:		636	North-South:			808	North-South:			808			North-South:	808
		East-West:		336	East-West:		377	East-West:			494	East-West:			549			East-West:	540
		SUM:		972	SUM:		1013	SUM:			1302	SUM:			1357			SUM:	1348
VOLUME/CAPACITY (V/C) RATIO:				0.707			0.737				0.947				0.987				0.980
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.637			0.667				0.847				0.887			TDM	0.880
LEVEL OF SERVICE (LOS):				B			B				D				D				D

REMARKS: *Scenario: Alternative 2*

TDM & Signal Upgrade 0.870

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.040 — Δ*v/c* after mitigation: 0.023

Significant impacted? YES — Fully mitigated? NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Broadway	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
14	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	**41**	0	41	**41**	15	59	1	**59**	0	59	1	**59**	0	59	1	**59**
	Left-Through		0							0				0				0	
	Through	382	2	148	0	382	148	66	472	2	182	0	472	2	182	0	472	2	182
	Through-Right		1							1				1				1	
	Right	62	0	62	0	62	62	7	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	49	1	49	0	49	49	1	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	542	1	**345**	0	542	**345**	244	819	1	**489**	0	819	1	**489**	0	819	1	**489**
	Through-Right		1							1				1				1	
	Right	148	0	148	0	148	148	2	159	0	159	0	159	0	159	0	159	0	159
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	81	1	**81**	0	81	**81**	8	94	1	**94**	0	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	602	2	301	30	632	316	98	737	2	369	30	767	2	384	-5	762	2	381
	Through-Right		0							0				0				0	
	Right	49	1	29	0	49	29	5	57	1	28	0	57	1	28	0	57	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	60	1	60	0	60	60	53	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	725	2	**363**	4	729	**365**	90	860	2	**430**	4	864	2	**432**	-1	863	2	**432**
	Through-Right		0							0				0				0	
	Right	117	1	93	0	117	93	8	132	1	106	0	132	1	106	0	132	1	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		386	*North-South:*		386	*North-South:*			548	*North-South:*			548	*North-South:*			548
		East-West:		444	*East-West:*		446	*East-West:*			524	*East-West:*			526	*East-West:*			526
		SUM:		830	*SUM:*		832	*SUM:*			1072	*SUM:*			1074	*SUM:*			1074
VOLUME/CAPACITY *(V/C)* RATIO:				0.582			0.584				0.752				0.754				0.754
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.512**			**0.514**				**0.652**				**0.654**				**0.654**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Broadway	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
14	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	56	0	56	56	8	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	892	2	330	0	892	330	205	1152	2	437	0	1152	2	437	0	1152	2	437
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	53	158	0	158	0	158	0	158	0	158	0	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	1	41	0	41	41	5	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	413	1	255	0	413	255	175	613	1	360	0	613	1	360	0	613	1	360
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	5	107	0	107	0	107	0	107	0	107	0	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	224	1	224	0	224	224	4	242	1	242	0	242	1	242	0	242	1	242
	Left-Through		0							0				0				0	
	Through	1006	2	503	14	1020	510	243	1311	2	656	14	1325	2	663	-2	1323	2	662
	Through-Right		0							0				0				0	
	Right	38	1	10	0	38	10	16	56	1	23	0	56	1	23	0	56	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	63	1	63	0	63	63	24	91	1	91	0	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	942	2	471	30	972	486	93	1093	2	547	30	1123	2	562	-5	1118	2	559
	Through-Right		0							0				0				0	
	Right	99	1	79	0	99	79	4	109	1	85	0	109	1	85	0	109	1	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		371	North-South:		371	North-South:			486	North-South:			486	North-South:			486
		East-West:		695	East-West:		710	East-West:			789	East-West:			804	East-West:			801
		SUM:		1066	SUM:		1081	SUM:			1275	SUM:			1290	SUM:			1287
VOLUME/CAPACITY (V/C) RATIO:				0.748			0.759				0.895				0.905				0.903
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.678			0.689				0.795				0.805				0.803
LEVEL OF SERVICE (LOS):				B			B				C				D				D

REMARKS: *Scenario: Alternative 2*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.010 — Δ*v/c* after mitigation: 0.008

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Spring Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
15	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	58	0	58	0	58	58	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through		1							1				1				1	
	Through	1088	2	**382**	0	1088	**382**	126	1281	2	**448**	0	1281	2	**448**	0	1281	2	**448**
	Through-Right		0							0				0				0	
	Right	213	1	193	0	213	193	0	226	1	204	0	226	1	204	0	226	1	204
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	41	1	**41**	0	41	**41**	0	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	507	2	254	30	537	269	99	637	2	319	30	667	2	334	-5	662	2	331
	Through-Right		0							0				0				0	
	Right	105	1	105	0	105	105	6	117	1	117	0	117	1	117	0	117	1	117
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	93	1	94	94	13	112	1	112	1	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	736	2	**368**	4	740	**370**	151	932	2	**466**	4	936	2	**468**	-1	935	2	**468**
	Through-Right		0							0				0				0	
	Right	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		382	*North-South:*		382	*North-South:*			448	*North-South:*			448	*North-South:*			448
		East-West:		409	*East-West:*		411	*East-West:*			510	*East-West:*			512	*East-West:*			512
		SUM:		791	*SUM:*		793	*SUM:*			958	*SUM:*			960	*SUM:*			960
VOLUME/CAPACITY *(V/C)* RATIO:				0.555			0.556				0.672				0.674				0.674
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.485**			**0.486**				**0.572**				**0.574**				**0.574**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Spring Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
15	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	39	0	39	0	39	39	2	43	0	43	0	43	0	43	0	43	0	43
	Left-Through		1							1				1				1	
	Through	470	2	**170**	0	470	**170**	462	961	2	**335**	0	961	2	**335**	0	961	2	**335**
	Through-Right		0							0				0				0	
	Right	119	1	76	0	119	76	1	127	1	81	0	127	1	81	0	127	1	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	87	1	**87**	0	87	**87**	0	92	1	92	0	92	1	92	0	92	1	92
	Left-Through		0							0				0				0	
	Through	1009	2	505	14	1023	512	283	1354	2	**677**	14	1368	2	**684**	-2	1366	2	**683**
	Through-Right		0							0				0				0	
	Right	55	1	55	0	55	55	18	76	1	76	0	76	1	76	0	76	1	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	1	59	6	65	65	31	94	1	**94**	6	100	1	**100**	-1	99	1	**99**
	Left-Through		0							0				0				0	
	Through	960	2	**480**	30	990	**495**	120	1139	2	570	30	1169	2	585	-5	1164	2	582
	Through-Right		0							0				0				0	
	Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		170	*North-South:*		170	*North-South:*			335	*North-South:*			335	*North-South:*			335
		East-West:		567	*East-West:*		582	*East-West:*			771	*East-West:*			784	*East-West:*			782
		SUM:		737	*SUM:*		752	*SUM:*			1106	*SUM:*			1119	*SUM:*			1117
VOLUME/CAPACITY *(V/C)* RATIO:				0.517			0.528				0.776				0.785				0.784
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.447**			**0.458**				**0.676**				**0.685**				**0.684**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
16	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	63	0	63	0	63	63	12	79	0	79	0	79	0	79	0	79	0	79
Left-Through		1							1				1				1	
Through	443	2	**169**	0	443	**169**	27	497	2	**192**	0	497	2	**192**	0	497	2	**192**
Through-Right		0							0				0				0	
Right	75	1	75	6	81	81	14	94	1	94	6	100	1	100	-1	99	1	99
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	104	1	**104**	0	104	**104**	7	117	1	**117**	0	117	1	**117**	0	117	1	**117**
Left-Through		0							0				0				0	
Through	464	2	232	30	494	247	92	585	2	293	30	615	2	308	-5	610	2	305
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	782	2	**391**	5	787	**394**	152	982	2	**491**	5	987	2	**494**	-1	986	2	**493**
Through-Right		0							0				0				0	
Right	91	1	91	0	91	91	2	99	1	99	0	99	1	99	0	99	1	99
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		169	*North-South:*		169	*North-South:*			192	*North-South:*			192	*North-South:*			192
	East-West:		495	*East-West:*		498	*East-West:*			608	*East-West:*			611	*East-West:*			610
	SUM:		664	*SUM:*		667	*SUM:*			800	*SUM:*			803	*SUM:*			802
VOLUME/CAPACITY *(V/C)* RATIO:			0.466			0.468				0.561				0.564				0.563
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.396**			**0.398**				**0.461**				**0.464**				**0.463**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
16	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	0	153	0	153	153	8	170	0	170	0	170	0	170	0	170	0	170
	Left-Through		1							1				1				1	
	Through	1403	2	**519**	0	1403	**519**	76	1565	2	**578**	0	1565	2	**578**	0	1565	2	**578**
	Through-Right		0							0				0				0	
	Right	152	1	152	3	155	155	15	176	1	176	3	179	1	179	0	179	1	179
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	148	1	**148**	0	148	**148**	65	222	1	**222**	0	222	1	**222**	0	222	1	**222**
	Left-Through		0							0				0				0	
	Through	907	2	454	14	921	461	220	1183	2	592	14	1197	2	599	-2	1195	2	598
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	870	2	**435**	36	906	**453**	143	1067	2	**534**	36	1103	2	**552**	-6	1097	2	**549**
	Through-Right		0							0				0				0	
	Right	122	1	122	0	122	122	1	131	1	131	0	131	1	131	0	131	1	131
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		519	*North-South:*		519	*North-South:*			578	*North-South:*			578	*North-South:*			578
		East-West:		583	*East-West:*		601	*East-West:*			756	*East-West:*			774	*East-West:*			771
		SUM:		1102	*SUM:*		1120	*SUM:*			1334	*SUM:*			1352	*SUM:*			1349
VOLUME/CAPACITY *(V/C)* RATIO:				0.773			0.786				0.936				0.949				0.947
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.703**			**0.716**				**0.836**				**0.849**				**0.847**
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: *Scenario: Alternative 2*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.013 — Δ*v/c* after mitigation: 0.011

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
17	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	**41**	0	41	**41**	40	84	1	**84**	0	84	1	**84**	0	84	1	**84**
	Left-Through		0							0				0				0	
	Through	204	1	129	0	204	144	301	518	1	300	0	518	1	315	0	518	1	313
	Through-Right		1							1				1				1	
	Right	54	0	54	30	84	84	25	82	0	82	30	112	0	112	-5	107	0	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	94	1	94	0	94	94	0	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	765	2	**383**	0	765	**383**	64	876	2	**438**	0	876	2	**438**	0	876	2	**438**
	Through-Right		0							0				0				0	
	Right	152	1	130	0	152	130	0	161	1	121	0	161	1	121	0	161	1	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	45	1	**45**	0	45	**45**	33	81	1	**81**	0	81	1	**81**	0	81	1	**81**
	Left-Through		0							0				0				0	
	Through	407	2	204	36	443	222	65	497	2	249	36	533	2	267	-6	527	2	264
	Through-Right		0							0				0				0	
	Right	94	1	74	0	94	74	9	109	1	67	0	109	1	67	0	109	1	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	77	1	77	4	81	81	11	93	1	93	4	97	1	97	-1	96	1	96
	Left-Through		0							0				0				0	
	Through	595	2	**298**	5	600	**300**	114	746	2	**373**	5	751	2	**376**	-1	750	2	**375**
	Through-Right		0							0				0				0	
	Right	45	1	0	2	47	0	0	48	1	0	2	50	1	0	0	50	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		424	*North-South:*		424	*North-South:*			522	*North-South:*			522	*North-South:*			522
		East-West:		343	*East-West:*		345	*East-West:*			454	*East-West:*			457	*East-West:*			456
		SUM:		767	*SUM:*		769	*SUM:*			976	*SUM:*			979	*SUM:*			978
VOLUME/CAPACITY *(V/C)* RATIO:				0.511			0.513				0.651				0.653				0.652
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.441**			**0.443**				**0.551**				**0.553**			TDM	**0.552**
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: ***Scenario: Alternative 2***

TDM & Signal Upgrade 0.542

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
17	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	97	0	97	97	17	120	1	120	0	120	1	120	0	120	1	120
	Left-Through		0							0				0				0	
	Through	843	1	**473**	0	843	**480**	127	1022	1	**574**	0	1022	1	**581**	0	1022	1	**580**
	Through-Right		1							1				1				1	
	Right	102	0	102	14	116	116	18	126	0	126	14	140	0	140	-2	138	0	138
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	90	1	**90**	0	90	**90**	0	96	1	**96**	0	96	1	**96**	0	96	1	**96**
	Left-Through		0							0				0				0	
	Through	325	2	163	0	325	163	235	580	2	290	0	580	2	290	0	580	2	290
	Through-Right		0							0				0				0	
	Right	203	1	151	0	203	151	0	215	1	129	0	215	1	129	0	215	1	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	105	1	105	0	105	105	62	173	1	173	0	173	1	173	0	173	1	173
	Left-Through		0							0				0				0	
	Through	908	2	**454**	17	925	**463**	140	1104	2	**552**	17	1121	2	**561**	-3	1118	2	**559**
	Through-Right		0							0				0				0	
	Right	57	1	9	0	57	9	33	94	1	34	0	94	1	34	0	94	1	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	40	1	**40**	30	70	**70**	38	80	1	**80**	30	110	1	**110**	-5	105	1	**105**
	Left-Through		0							0				0				0	
	Through	704	2	352	36	740	370	126	873	2	437	36	909	2	455	-6	903	2	452
	Through-Right		0							0				0				0	
	Right	75	1	30	18	93	48	0	80	1	32	18	98	1	50	-3	95	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		563	*North-South:*		570	*North-South:*			670	*North-South:*			677	*North-South:*			676
		East-West:		494	*East-West:*		533	*East-West:*			632	*East-West:*			671	*East-West:*			664
		SUM:		1057	*SUM:*		1103	*SUM:*			1302	*SUM:*			1348	*SUM:*			1340
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.735				0.868				0.899				0.893
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.635**			**0.665**				**0.768**				**0.799**				**0.793**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.031	Δ*v/c* after mitigation:	0.025
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Judge John Aiso Street/San Pedro Str	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
18	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	96	0	**96**	0	96	**96**	0	102	0	**102**	0	102	0	**102**	0	102	0	**102**
Left-Through		1							1				1				1	
Through	128	1	112	66	194	145	4	140	1	121	66	206	1	154	-11	195	1	149
Through-Right		0							0				0				0	
Right	42	1	0	0	42	0	9	54	1	4	0	54	1	4	0	54	1	4
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	21	0	21	7	28	28	1	23	0	23	7	30	0	30	-1	29	0	29
Left-Through		1							1				1				1	
Through	207	1	**114**	9	216	**122**	2	222	1	**123**	9	231	1	**131**	-1	230	1	**130**
Through-Right		0							0				0				0	
Right	28	1	5	11	39	0	1	31	1	6	11	42	1	0	-2	40	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	46	1	**46**	66	112	**112**	2	51	1	**51**	66	117	1	**117**	-11	106	1	**106**
Left-Through		0							0				0				0	
Through	379	1	246	0	379	246	87	489	1	305	0	489	1	305	0	489	1	305
Through-Right		1							1				1				1	
Right	113	0	113	0	113	113	0	120	0	120	0	120	0	120	0	120	0	120
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	87	1	87	0	87	87	9	101	1	101	0	101	1	101	0	101	1	101
Left-Through		0							0				0				0	
Through	660	1	**350**	0	660	**380**	124	825	1	**434**	0	825	1	**464**	0	825	1	**459**
Through-Right		1							1				1				1	
Right	39	0	39	60	99	99	2	43	0	43	60	103	0	103	-10	93	0	93
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		210	*North-South:*		218	*North-South:*			225	*North-South:*			233	*North-South:*			232
	East-West:		396	*East-West:*		492	*East-West:*			485	*East-West:*			581	*East-West:*			565
	SUM:		606	*SUM:*		710	*SUM:*			710	*SUM:*			814	*SUM:*			797
VOLUME/CAPACITY *(V/C)* RATIO:			0.404			0.473				0.473				0.543				0.531
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.334**			**0.403**				**0.373**				**0.443**				**0.431**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	1	1	2
Override Capacity	0	0	0

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.070	Δ*v/c* after mitigation:	0.058
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Judge John Aiso Street/San Pedro Str	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
18	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	195	0	195	0	195	195	0	207	0	207	0	207	0	207	0	207	0	207
	Left-Through		1							1				1				1	
	Through	363	1	**279**	31	394	**295**	1	386	1	**297**	31	417	1	**416**	-5	412	1	**310**
	Through-Right		0							0				0				0	
	Right	157	1	126	0	157	126	17	184	1	142	0	184	1	142	0	184	1	142
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	20	0	**20**	55	75	**75**	1	22	0	**22**	55	77	0	**77**	-9	68	0	**68**
	Left-Through		1							1				1				1	
	Through	103	1	72	73	176	163	3	112	1	78	73	185	1	185	-12	173	1	155
	Through-Right		0							0				0				0	
	Right	32	1	1	85	117	71	1	35	1	2	85	120	1	72	-14	106	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	62	1	62	31	93	93	0	66	1	66	31	97	1	97	-5	92	1	92
	Left-Through		0							0				0				0	
	Through	914	1	**504**	0	914	**504**	157	1127	1	**614**	0	1127	1	**614**	0	1127	1	**614**
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	0	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	62	1	**62**	0	62	**62**	18	84	1	**84**	0	84	1	**84**	0	84	1	**84**
	Left-Through		0							0				0				0	
	Through	582	1	310	0	582	324	164	782	1	411	0	782	1	425	0	782	1	423
	Through-Right		1							1				1				1	
	Right	38	0	38	28	66	66	0	40	0	40	28	68	0	68	-5	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		299	*North-South:*		370	*North-South:*			319	*North-South:*			493	*North-South:*			378
		East-West:		566	*East-West:*		566	*East-West:*			698	*East-West:*			698	*East-West:*			698
		SUM:		865	*SUM:*		936	*SUM:*			1017	*SUM:*			1191	*SUM:*			1076
VOLUME/CAPACITY *(V/C)* RATIO:				0.577			0.624				0.678				0.794				0.717
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.507			0.554				0.578				0.694				0.617
LEVEL OF SERVICE (LOS):				A			A				A				B				B

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.116	Δ*v/c* after mitigation:	0.039
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
19	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	118	1	**118**	6	124	**124**	0	125	1	**125**	6	131	1	**131**	-1	130	1	**130**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	118	1	8	0	118	8	15	140	1	18	0	140	1	18	0	140	1	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	279	1	**218**	6	285	**222**	97	393	1	**280**	6	399	1	**284**	-1	398	1	**283**
	Through-Right		1							1				1				1	
	Right	157	0	157	1	158	158	0	167	0	167	1	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	220	1	**220**	0	220	**220**	11	245	1	**245**	0	245	1	**245**	0	245	1	**245**
	Left-Through		0							0				0				0	
	Through	632	2	316	54	686	343	135	806	2	403	54	860	2	430	-9	851	2	426
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		118	*North-South:*		124	*North-South:*			125	*North-South:*			131	*North-South:*			130
		East-West:		438	*East-West:*		442	*East-West:*			525	*East-West:*			529	*East-West:*			528
		SUM:		556	*SUM:*		566	*SUM:*			650	*SUM:*			660	*SUM:*			658
VOLUME/CAPACITY *(V/C)* RATIO:				0.371			0.377				0.433				0.440				0.439
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.301**			**0.307**				**0.333**				**0.340**				**0.339**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
19	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	226	1	**226**	3	229	**229**	0	240	1	**240**	3	243	1	**243**	0	243	1	**243**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	238	1	182	0	238	182	22	275	1	203	0	275	1	203	0	275	1	203
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	963	1	**568**	49	1012	**596**	174	1196	1	**691**	49	1245	1	**718**	-8	1237	1	**714**
	Through-Right		1							1				1				1	
	Right	173	0	173	6	179	179	1	185	0	185	6	191	0	191	-1	190	0	190
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	**112**	0	112	**112**	26	145	1	**145**	0	145	1	**145**	0	145	1	**145**
	Left-Through		0							0				0				0	
	Through	487	2	244	25	512	256	182	699	2	350	25	724	2	362	-4	720	2	360
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		226	*North-South:*		229	*North-South:*			240	*North-South:*			243	*North-South:*			243
		East-West:		680	*East-West:*		708	*East-West:*			836	*East-West:*			863	*East-West:*			859
		SUM:		906	*SUM:*		937	*SUM:*			1076	*SUM:*			1106	*SUM:*			1102
VOLUME/CAPACITY *(V/C)* RATIO:				0.604			0.625				0.717				0.737				0.735
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.534**			**0.555**				**0.617**				**0.637**				**0.635**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.020	Δ*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
20	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	**96**	18	114	**114**	12	114	1	**114**	18	132	1	**132**	-3	129	1	**129**
	Left-Through		0							0				0				0	
	Through	615	2	308	0	615	308	111	764	2	382	0	764	2	382	0	764	2	382
	Through-Right		0							0				0				0	
	Right	50	1	50	0	50	50	91	144	1	144	0	144	1	144	0	144	1	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	23	1	23	0	23	23	2	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	918	2	**459**	0	918	**459**	41	1015	2	**508**	0	1015	2	**508**	0	1015	2	**508**
	Through-Right		0							0				0				0	
	Right	237	1	131	0	237	131	10	262	1	142	0	262	1	142	0	262	1	142
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	106	1	**106**	0	106	**106**	7	120	1	**120**	0	120	1	**120**	0	120	1	**120**
	Left-Through		0							0				0				0	
	Through	172	1	122	4	176	125	103	286	1	182	4	290	1	185	-1	289	1	185
	Through-Right		1							1				1				1	
	Right	71	0	71	2	73	73	3	78	0	78	2	80	0	80	0	80	0	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through		0							0				0				0	
	Through	539	2	**270**	36	575	**288**	123	695	2	**348**	36	731	2	**366**	-6	725	2	**363**
	Through-Right		0							0				0				0	
	Right	57	1	46	0	57	46	2	63	1	50	0	63	1	50	0	63	1	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		555	*North-South:*		573	*North-South:*			622	*North-South:*			640	*North-South:*			637
		East-West:		376	*East-West:*		394	*East-West:*			468	*East-West:*			486	*East-West:*			483
		SUM:		931	*SUM:*		967	*SUM:*			1090	*SUM:*			1126	*SUM:*			1120
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.679				0.765				0.790				0.786
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.583**			**0.609**				**0.665**				**0.690**				**0.686**
LEVEL OF SERVICE (LOS):				**A**			**B**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.025	Δ*v/c* after mitigation:	0.021
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
20	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		3	NB-- 0 SB--		3	NB-- 0 SB--		3		NB-- 0 SB--		3		NB-- 0 SB--			3
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	97	1	97	8	105	105	8	111	1	111	8	119	1	119	-1	118	1	118
	Left-Through		0							0				0				0	
	Through	989	2	**495**	0	989	**495**	95	1145	2	**573**	0	1145	2	**573**	0	1145	2	**573**
	Through-Right		0							0				0				0	
	Right	101	1	101	0	101	101	75	182	1	182	0	182	1	182	0	182	1	182
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	64	1	**64**	0	64	**64**	1	69	1	**69**	0	69	1	**69**	0	69	1	**69**
	Left-Through		0							0				0				0	
	Through	788	2	394	0	788	394	153	989	2	495	0	989	2	495	0	989	2	495
	Through-Right		0							0				0				0	
	Right	153	1	0	0	153	0	11	173	1	0	0	173	1	0	0	173	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	298	1	**298**	0	298	**298**	9	325	1	**325**	0	325	1	**325**	0	325	1	**325**
	Left-Through		0							0				0				0	
	Through	699	1	414	30	729	438	171	913	1	533	30	943	1	557	-5	938	1	553
	Through-Right		1							1				1				1	
	Right	128	0	128	18	146	146	16	152	0	152	18	170	0	170	-3	167	0	167
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through		0							0				0				0	
	Through	380	2	**190**	17	397	**199**	190	593	2	**297**	17	610	2	**305**	-3	607	2	**304**
	Through-Right		0							0				0				0	
	Right	38	1	6	0	38	6	2	42	1	8	0	42	1	8	0	42	1	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		559	*North-South:*		559	*North-South:*			642	*North-South:*			642	*North-South:*			642
		East-West:		488	*East-West:*		497	*East-West:*			622	*East-West:*			630	*East-West:*			629
		SUM:		1047	*SUM:*		1056	*SUM:*			1264	*SUM:*			1272	*SUM:*			1271
	VOLUME/CAPACITY *(V/C)* RATIO:			0.735			0.741				0.887				0.893				0.892
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.665**			**0.671**				**0.787**				**0.793**				**0.792**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Vignes Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
21	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	0	**4**	0	4	**4**	0	4	0	**4**	0	4	0	**4**	0	4	0	**4**
	Left-Through		1							1				1				1	
	Through	14	0	18	0	14	18	3	18	0	22	0	18	0	22	0	18	0	22
	Through-Right		0							0				0				0	
	Right	11	1	0	0	11	0	51	63	1	25	0	63	1	25	0	63	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	19	0	**64**	0	19	**64**	1	21	0	**69**	0	21	0	**69**	0	21	0	**69**
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	0	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	0	46	0	46	46	2	51	0	51	0	51	0	51	0	51	0	51
	Left-Through		1							1				1				1	
	Through	184	1	**184**	4	188	**186**	66	261	1	**233**	4	265	1	**235**	-1	264	1	**234**
	Through-Right		0							0				0				0	
	Right	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	60	0	60	0	60	60	13	77	0	77	0	77	0	77	0	77	0	77
	Left-Through		1							1				1				1	
	Through	564	0	**339**	36	600	**357**	109	708	0	**422**	36	744	0	**440**	-6	738	0	**437**
	Through-Right		1							1				1				1	
	Right	53	0	339	0	53	357	2	58	0	422	0	58	0	440	0	58	0	437
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		68	North-South:		68	North-South:			73	North-South:			73	North-South:			73
		East-West:		523	East-West:		543	East-West:			655	East-West:			675	East-West:			671
		SUM:		591	SUM:		611	SUM:			728	SUM:			748	SUM:			744
VOLUME/CAPACITY (V/C) RATIO:				0.415			0.429				0.511				0.525				0.522
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.345**			**0.359**				**0.411**				**0.425**				**0.422**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vignes Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
21	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		1							1				1				1	
	Through	28	0	35	0	28	35	2	32	0	39	0	32	0	39	0	32	0	39
	Through-Right		0							0				0				0	
	Right	78	1	**67**	0	78	**67**	29	112	1	**73**	0	112	1	**73**	0	112	1	**73**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	0	**54**	0	54	**54**	2	59	0	**59**	0	59	0	**59**	0	59	0	**59**
	Left-Through		0							0				0				0	
	Through	13	0	98	0	13	98	3	17	0	109	0	17	0	109	0	17	0	109
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	52	0	52	0	52	52	1	56	0	56	0	56	0	56	0	56	0	56
	Left-Through		1							1				1				1	
	Through	848	1	**476**	30	878	**491**	132	1032	1	**572**	30	1062	1	**587**	-5	1057	1	**585**
	Through-Right		0							0				0				0	
	Right	25	1	25	0	25	25	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	22	0	22	0	22	22	56	79	0	79	0	79	0	79	0	79	0	79
	Left-Through		1							1				1				1	
	Through	352	0	**231**	17	369	**240**	104	478	0	**488**	17	495	0	**497**	-3	492	0	**495**
	Through-Right		1							1				1				1	
	Right	22	0	231	0	22	240	1	24	0	488	0	24	0	497	0	24	0	495
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		121	*North-South:*		121	*North-South:*			132	*North-South:*			132	*North-South:*			132
		East-West:		707	*East-West:*		731	*East-West:*			1060	*East-West:*			1084	*East-West:*			1080
		SUM:		828	*SUM:*		852	*SUM:*			1192	*SUM:*			1216	*SUM:*			1212
VOLUME/CAPACITY *(V/C)* RATIO:				0.581			0.598				0.836				0.853				0.851
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.511**			**0.528**				**0.736**				**0.753**				**0.751**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	Δ*v/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Ramps	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
22	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- SB-- EB-- WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	184	1	**184**	6	190	**190**	0	195	1	**195**	6	201	1	**201**	-1	200	1	**200**
	Left-Through		0							0				0				0	
	Through	2	0	14	0	2	14	0	2	0	15	0	2	0	15	0	2	0	15
	Through-Right		1							1				1				1	
	Right	12	0	0	0	12	0	0	13	0	0	0	13	0	0	0	13	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	41	1	**41**	0	41	**41**	32	76	1	**76**	0	76	1	**76**	0	76	1	**76**
	Left-Through		0							0				0				0	
	Through	301	1	301	4	305	305	82	402	1	402	4	406	1	406	-1	405	1	405
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	494	1	**494**	30	524	**524**	111	635	1	**635**	30	665	1	**665**	-5	660	1	**660**
	Through-Right		0							0				0				0	
	Right	119	1	119	0	119	119	0	126	1	126	0	126	1	126	0	126	1	126
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		184	*North-South:*		190	*North-South:*			195	*North-South:*			201	*North-South:*			200
		East-West:		535	*East-West:*		565	*East-West:*			711	*East-West:*			741	*East-West:*			736
		SUM:		719	*SUM:*		755	*SUM:*			906	*SUM:*			942	*SUM:*			936
	VOLUME/CAPACITY *(V/C)* RATIO:			0.479			0.503				0.604				0.628				0.624
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.379**			**0.403**				**0.504**				**0.528**				**0.524**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.024	Δ*v/c* after mitigation:	0.020
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Ramps	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
22	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	167	1	**167**	3	170	**170**	0	177	1	**177**	3	180	1	**180**	0	180	1	**180**
	Left-Through		0							0				0				0	
	Through	6	0	70	0	6	70	0	6	0	74	0	6	0	74	0	6	0	74
	Through-Right		1							1				1				1	
	Right	64	0	0	0	64	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	58	1	58	0	58	58	18	80	1	80	0	80	1	80	0	80	1	80
	Left-Through		0							0				0				0	
	Through	571	1	**571**	30	601	**601**	136	742	1	**742**	30	772	1	**772**	-5	767	1	**767**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	261	1	261	14	275	275	119	396	1	396	14	410	1	410	-2	408	1	408
	Through-Right		0							0				0				0	
	Right	65	1	65	0	65	65	0	69	1	69	0	69	1	69	0	69	1	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		167	*North-South:*		170	*North-South:*			177	*North-South:*			180	*North-South:*			180
		East-West:		571	*East-West:*		601	*East-West:*			742	*East-West:*			772	*East-West:*			767
		SUM:		738	*SUM:*		771	*SUM:*			919	*SUM:*			952	*SUM:*			947
	VOLUME/CAPACITY *(V/C)* RATIO:			0.492			0.514				0.613				0.635				0.631
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.392**			**0.414**				**0.513**				**0.535**				**0.531**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.022	Δ*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
23	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	96	0	96	0	96	96	7	109	0	109	0	109	0	109	0	109	0	109
Left-Through		1							1				1				1	
Through	521	2	**206**	6	527	**208**	36	589	2	**233**	6	595	2	**235**	-1	594	2	**234**
Through-Right		0							0				0				0	
Right	61	1	61	0	61	61	3	68	1	68	0	68	1	68	0	68	1	68
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	51	1	51	0	51	51	7	61	1	**61**	0	61	1	**61**	0	61	1	**61**
Left-Through		0							0				0				0	
Through	390	1	**390**	12	402	**402**	27	441	1	441	12	453	1	453	-2	451	1	451
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	273	0	318	2	275	320	43	333	0	**391**	2	335	0	**393**	0	335	0	**393**
Through-Right		1							1				1				1	
Right	45	0	0	0	45	0	10	58	0	0	0	58	0	0	0	58	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		206	*North-South:*		208	*North-South:*			233	*North-South:*			235	*North-South:*			234
	East-West:		390	*East-West:*		402	*East-West:*			452	*East-West:*			454	*East-West:*			454
	SUM:		596	*SUM:*		610	*SUM:*			685	*SUM:*			689	*SUM:*			688
VOLUME/CAPACITY *(V/C)* RATIO:			0.397			0.407				0.457				0.459				0.459
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.327			0.337				0.357				0.359				0.359
LEVEL OF SERVICE (LOS):			A			A				A				A				A

No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	1	1	2	2	2
Override Capacity	0	0	0	0	0

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
23	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	Marymount (San Pedro Campus)

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	203	0	203	0	203	203	8	223	0	223	0	223	0	223	0	223	0	223
	Left-Through		1							1				1				1	
	Through	1560	2	588	3	1563	589	42	1698	2	640	3	1701	2	641	0	1701	2	641
	Through-Right		0							0				0				0	
	Right	101	1	101	0	101	101	2	109	1	109	0	109	1	109	0	109	1	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	75	1	75	0	75	75	53	133	1	133	0	133	1	133	0	133	1	133
	Left-Through		0							0				0				0	
	Through	405	1	405	6	411	411	58	488	1	488	6	494	1	494	-1	493	1	493
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	396	0	436	12	408	448	40	460	0	506	12	472	0	518	-2	470	0	516
	Through-Right		1							1				1				1	
	Right	40	0	0	0	40	0	4	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		588	North-South:		589	North-South:			640	North-South:			641	North-South:			641
		East-West:		511	East-West:		523	East-West:			639	East-West:			651	East-West:			649
		SUM:		1099	SUM:		1112	SUM:			1279	SUM:			1292	SUM:			1290
VOLUME/CAPACITY (V/C) RATIO:				0.733			0.741				0.853				0.861				0.860
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.663			0.671				0.753				0.761				0.760
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS: *Scenario: Alternative 2*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.008 — Δ*v/c* after mitigation: 0.007

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
24	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							
Override Capacity			0			0			0			0							

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	**28**	0	28	**28**	25	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	260	1	145	30	290	160	358	634	1	343	30	664	1	358	-5	659	1	356
	Through-Right		1							1				1				1	
	Right	29	0	29	0	29	29	21	52	0	52	0	52	0	52	0	52	0	52
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	105	1	105	0	105	105	3	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	686	1	**366**	4	690	**368**	80	808	1	**429**	4	812	1	**431**	-1	811	1	**430**
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	0	49	0	49	0	49	0	49	0	49	0	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	1	55	0	55	55	1	59	1	59	0	59	1	59	0	59	1	59
	Left-Through		0							0				0				0	
	Through	298	0	**385**	12	310	**397**	23	339	0	**436**	12	351	0	**448**	-2	349	0	**446**
	Through-Right		1							1				1				1	
	Right	87	0	0	0	87	0	5	97	0	0	0	97	0	0	0	97	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	26	1	**26**	0	26	**26**	10	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	208	0	253	2	210	255	28	249	0	304	2	251	0	306	0	251	0	306
	Through-Right		1							1				1				1	
	Right	45	0	0	0	45	0	7	55	0	0	0	55	0	0	0	55	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		394	North-South:		396	North-South:			484	North-South:			486	North-South:			485
		East-West:		411	East-West:		423	East-West:			474	East-West:			486	East-West:			484
		SUM:		805	SUM:		819	SUM:			958	SUM:			972	SUM:			969
VOLUME/CAPACITY (V/C) RATIO:				0.537			0.546				0.639				0.648				0.646
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.467			0.476				0.539				0.548				0.546
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: *Scenario: Alternative 2*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
24	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	92	1	92	0	92	92	10	108	1	108	0	108	1	108	0	108	1	108
Left-Through		0							0				0				0	
Through	870	1	**479**	14	884	**486**	158	1082	1	**592**	14	1096	1	**599**	-2	1094	1	**598**
Through-Right		1							1				1				1	
Right	88	0	88	0	88	88	9	102	0	102	0	102	0	102	0	102	0	102
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	48	1	**48**	0	48	**48**	17	68	1	**68**	0	68	1	**68**	0	68	1	**68**
Left-Through		0							0				0				0	
Through	337	1	207	30	367	222	290	648	1	365	30	678	1	380	-5	673	1	378
Through-Right		1							1				1				1	
Right	77	0	77	0	77	77	0	82	0	82	0	82	0	82	0	82	0	82
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	54	1	54	0	54	54	0	57	1	57	0	57	1	57	0	57	1	57
Left-Through		0							0				0				0	
Through	373	0	**445**	6	379	**451**	40	436	0	**532**	6	442	0	**538**	-1	441	0	**537**
Through-Right		1							1				1				1	
Right	72	0	0	0	72	0	20	96	0	0	0	96	0	0	0	96	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	47	1	**47**	0	47	**47**	41	91	1	**91**	0	91	1	**91**	0	91	1	**91**
Left-Through		0							0				0				0	
Through	278	0	360	12	290	372	34	329	0	420	12	341	0	432	-2	339	0	430
Through-Right		1							1				1				1	
Right	82	0	0	0	82	0	4	91	0	0	0	91	0	0	0	91	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		527	*North-South:*		534	*North-South:*			660	*North-South:*			667	*North-South:*			666
	East-West:		492	*East-West:*		498	*East-West:*			623	*East-West:*			629	*East-West:*			628
	SUM:		1019	*SUM:*		1032	*SUM:*			1283	*SUM:*			1296	*SUM:*			1294
VOLUME/CAPACITY *(V/C)* RATIO:			0.679			0.688				0.855				0.864				0.863
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.609			0.618				0.755				0.764				0.763
LEVEL OF SERVICE (LOS):			B			B				C				C				C

REMARKS: *Scenario: Alternative 2*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
25	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	70	1	**70**	0	70	**70**	0	74	1	**74**	0	74	1	**74**	0	74	1	**74**
Left-Through		0							0				0				0	
Through	237	1	134	54	291	161	12	264	1	149	54	318	1	176	-9	309	1	171
Through-Right		1							1				1				1	
Right	31	0	31	0	31	31	0	33	0	33	0	33	0	33	0	33	0	33
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
Left-Through		0							0				0				0	
Through	334	2	**167**	8	342	**171**	10	365	2	**183**	8	373	2	**187**	-1	372	2	**186**
Through-Right		0							0				0				0	
Right	30	1	23	2	32	19	1	33	1	25	2	35	1	21	0	35	1	22
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	15	1	15	12	27	27	1	17	1	17	12	29	1	29	-2	27	1	27
Left-Through		0							0				0				0	
Through	231	0	**391**	0	231	**391**	46	291	0	**461**	0	291	0	**461**	0	291	0	**461**
Through-Right		1							1				1				1	
Right	160	0	0	0	160	0	0	170	0	0	0	170	0	0	0	170	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	45	1	**45**	0	45	**45**	1	49	1	**49**	0	49	1	**49**	0	49	1	**49**
Left-Through		0							0				0				0	
Through	206	0	242	0	206	242	44	263	0	302	0	263	0	302	0	263	0	302
Through-Right		1							1				1				1	
Right	36	0	0	0	36	0	1	39	0	0	0	39	0	0	0	39	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		237	*North-South:*		241	*North-South:*			257	*North-South:*			261	*North-South:*			260
	East-West:		436	*East-West:*		436	*East-West:*			510	*East-West:*			510	*East-West:*			510
	SUM:		673	*SUM:*		677	*SUM:*			767	*SUM:*			771	*SUM:*			770
VOLUME/CAPACITY *(V/C)* RATIO:			0.449			0.451				0.511				0.514				0.513
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.379			0.381				0.411				0.414				0.413
LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
25	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	0	108	108	0	115	1	115	0	115	1	115	0	115	1	115
	Left-Through		0							0				0				0	
	Through	578	1	**330**	25	603	**343**	17	631	1	**360**	25	656	1	**372**	-4	652	1	**370**
	Through-Right		1							1				1				1	
	Right	82	0	82	0	82	82	1	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	**35**	0	35	**35**	1	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	190	2	95	61	251	126	19	221	2	111	61	282	2	141	-10	272	2	136
	Through-Right		0							0				0				0	
	Right	51	1	35	12	63	44	1	55	1	38	12	67	1	47	-2	65	1	46
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	32	1	32	6	38	38	0	34	1	34	6	40	1	40	-1	39	1	39
	Left-Through		0							0				0				0	
	Through	364	0	**476**	0	364	**476**	65	451	0	**570**	0	451	0	**570**	0	451	0	**570**
	Through-Right		1							1				1				1	
	Right	112	0	0	0	112	0	0	119	0	0	0	119	0	0	0	119	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	**41**	0	41	**41**	1	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	259	0	359	0	259	359	78	353	0	460	0	353	0	460	0	353	0	460
	Through-Right		1							1				1				1	
	Right	100	0	0	0	100	0	1	107	0	0	0	107	0	0	0	107	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		365	North-South:		378	North-South:			398	North-South:			410	North-South:			408
		East-West:		517	East-West:		517	East-West:			615	East-West:			615	East-West:			615
		SUM:		882	SUM:		895	SUM:			1013	SUM:			1025	SUM:			1023
VOLUME/CAPACITY (V/C) RATIO:				0.588			0.597				0.675				0.683				0.682
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.518			0.527				0.575				0.583				0.582
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: *Scenario: Alternative 2*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
26	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	70	**70**	0	74	1	**74**	0	74	1	**74**	0	74	1	**74**
	Left-Through		0							0				0				0	
	Through	194	1	128	6	200	131	15	221	1	143	6	227	1	146	-1	226	1	146
	Through-Right		1							1				1				1	
	Right	61	0	61	0	61	61	0	65	0	65	0	65	0	65	0	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	33	1	33	0	33	33	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	302	0	**333**	1	303	**334**	11	332	0	**365**	1	333	0	**366**	0	333	0	**366**
	Through-Right		1							1				1				1	
	Right	31	0	0	0	31	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	0	**13**	0	13	**13**	0	14	0	**14**	0	14	0	**14**	0	14	0	**14**
	Left-Through		0							0				0				0	
	Through	157	0	238	0	157	238	47	214	0	300	0	214	0	300	0	214	0	300
	Through-Right		0							0				0				0	
	Right	68	0	0	0	68	0	0	72	0	0	0	72	0	0	0	72	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	51	0	51	0	51	51	1	55	0	55	0	55	0	55	0	55	0	55
	Left-Through		0							0				0				0	
	Through	222	0	**298**	0	222	**298**	46	282	0	**364**	0	282	0	**364**	0	282	0	**364**
	Through-Right		0							0				0				0	
	Right	25	0	0	0	25	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		403	*North-South:*		404	*North-South:*			439	*North-South:*			440	*North-South:*			440
		East-West:		311	*East-West:*		311	*East-West:*			378	*East-West:*			378	*East-West:*			378
		SUM:		714	*SUM:*		715	*SUM:*			817	*SUM:*			818	*SUM:*			818
VOLUME/CAPACITY *(V/C)* RATIO:				0.476			0.477				0.545				0.545				0.545
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.406**			**0.407**				**0.445**				**0.445**				**0.445**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
26	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
Override Capacity			0			0			0				0					0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	91	0	91	91	0	97	1	97	0	97	1	**97**	0	97	1	97
	Left-Through		0							0				0				0	
	Through	404	1	**291**	3	407	**292**	22	451	1	**320**	3	454	1	322	0	454	1	**322**
	Through-Right		1							1				1				1	
	Right	177	0	177	0	177	177	1	189	0	189	0	189	0	189	0	189	0	189
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	50	1	**50**	0	50	**50**	1	54	1	**54**	0	54	1	54	0	54	1	**54**
	Left-Through		0							0				0				0	
	Through	172	0	232	6	178	238	26	209	0	273	6	215	0	**279**	-1	214	0	278
	Through-Right		1							1				1				1	
	Right	60	0	0	0	60	0	0	64	0	0	0	64	0	0	0	64	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	45	0	45	0	45	45	0	48	0	48	0	48	0	48	0	48	0	48
	Left-Through		0							0				0				0	
	Through	342	0	**526**	0	342	**526**	68	431	0	**627**	0	431	0	**627**	0	431	0	**627**
	Through-Right		0							0				0				0	
	Right	139	0	0	0	139	0	0	148	0	0	0	148	0	0	0	148	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	26	0	**26**	0	26	**26**	0	28	0	**28**	0	28	0	**28**	0	28	0	**28**
	Left-Through		0							0				0				0	
	Through	217	0	304	0	217	304	79	309	0	402	0	309	0	402	0	309	0	402
	Through-Right		0							0				0				0	
	Right	61	0	0	0	61	0	0	65	0	0	0	65	0	0	0	65	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		341	*North-South:*		342	*North-South:*			374	*North-South:*			376	*North-South:*			376
		East-West:		552	*East-West:*		552	*East-West:*			655	*East-West:*			655	*East-West:*			655
		SUM:		893	*SUM:*		894	*SUM:*			1029	*SUM:*			1031	*SUM:*			1031
VOLUME/CAPACITY *(V/C)* RATIO:				0.595			0.596				0.686				0.687				0.687
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.525**			**0.526**				**0.586**				**0.587**				**0.587**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
27	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	1 WB--	0	EB--	1 WB--	0	EB--	1 WB--	0	EB--	1 WB--	0	EB--	1 WB--	0	EB--	1 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	70	**70**	2	76	1	**76**	0	76	1	**76**	0	76	1	**76**
	Left-Through		0							0				0				0	
	Through	689	1	353	18	707	362	157	888	1	456	18	906	1	465	-3	903	1	463
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	5	23	0	23	0	23	0	23	0	23	0	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	0	35	35	7	44	1	44	0	44	1	44	0	44	1	44
	Left-Through		0							0				0				0	
	Through	826	1	**439**	2	828	**440**	26	903	1	**484**	2	905	1	**485**	0	905	1	**485**
	Through-Right		1							1				1				1	
	Right	51	0	51	0	51	51	11	65	0	65	0	65	0	65	0	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	1	**24**	0	24	**24**	20	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	70	1	70	0	70	70	19	93	1	93	0	93	1	93	0	93	1	93
	Through-Right		0							0				0				0	
	Right	114	1	0	0	114	0	9	130	1	0	0	130	1	0	0	130	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	67	1	67	0	67	67	43	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	142	0	**191**	0	142	**191**	34	185	0	**275**	0	185	0	**275**	0	185	0	**275**
	Through-Right		1							1				1				1	
	Right	49	0	0	0	49	0	38	90	0	0	0	90	0	0	0	90	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		509	*North-South:*		510	*North-South:*			560	*North-South:*			561	*North-South:*			561
		East-West:		215	*East-West:*		215	*East-West:*			320	*East-West:*			320	*East-West:*			320
		SUM:		724	*SUM:*		725	*SUM:*			880	*SUM:*			881	*SUM:*			881
VOLUME/CAPACITY *(V/C)* RATIO:				0.508			0.509				0.618				0.618				0.618
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.438**			**0.439**				**0.518**				**0.518**				**0.518**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
27	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 1 WB--		0	EB-- 1 WB--		0	EB-- 1 WB--		0		EB-- 1 WB--		0		EB-- 1 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	127	1	**127**	0	127	**127**	7	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	1003	1	519	8	1011	523	146	1211	1	**640**	8	1219	1	**644**	-1	1218	1	**643**
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	31	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	50	1	50	0	50	50	40	93	1	**93**	0	93	1	**93**	0	93	1	**93**
	Left-Through		0							0				0				0	
	Through	810	1	**453**	18	828	**462**	90	950	1	546	18	968	1	555	-3	965	1	553
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	39	141	0	141	0	141	0	141	0	141	0	141
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	135	1	**135**	0	135	**135**	11	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	194	1	194	0	194	194	55	261	1	**261**	0	261	1	**261**	0	261	1	**261**
	Through-Right		0							0				0				0	
	Right	181	1	0	0	181	0	4	196	1	0	0	196	1	0	0	196	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	28	1	28	0	28	28	95	125	1	**125**	0	125	1	**125**	0	125	1	**125**
	Left-Through		0							0				0				0	
	Through	87	0	**137**	0	87	**137**	34	126	0	200	0	126	0	200	0	126	0	200
	Through-Right		1							1				1				1	
	Right	50	0	0	0	50	0	21	74	0	0	0	74	0	0	0	74	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		580	*North-South:*		589	*North-South:*			733	*North-South:*			737	*North-South:*			736
		East-West:		272	*East-West:*		272	*East-West:*			386	*East-West:*			386	*East-West:*			386
		SUM:		852	*SUM:*		861	*SUM:*			1119	*SUM:*			1123	*SUM:*			1122
	VOLUME/CAPACITY *(V/C)* RATIO:			0.598			0.604				0.785				0.788				0.787
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.528**			**0.534**				**0.685**				**0.688**				**0.687**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
28	East-West Street:	3rd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	**25**	0	25	**25**	0	27	0	**27**	0	27	0	**27**	0	27	0	**27**
	Left-Through		1							1				1				1	
	Through	215	1	158	30	245	173	48	276	1	192	30	306	1	207	-5	301	1	205
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	560	1	**330**	4	564	**332**	69	663	1	**384**	4	667	1	**386**	-1	666	1	**386**
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	0	105	0	105	0	105	0	105	0	105	0	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	225	1	225	0	225	225	1	240	1	240	0	240	1	240	0	240	1	240
	Left-Through		0							0				0				0	
	Through	1611	2	**577**	0	1611	**577**	131	1841	2	**656**	0	1841	2	**656**	0	1841	2	**656**
	Through-Right		1							1				1				1	
	Right	119	0	119	0	119	119	1	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		355	*North-South:*		357	*North-South:*			411	*North-South:*			413	*North-South:*			413
		East-West:		577	*East-West:*		577	*East-West:*			656	*East-West:*			656	*East-West:*			656
		SUM:		932	*SUM:*		934	*SUM:*			1067	*SUM:*			1069	*SUM:*			1069
VOLUME/CAPACITY *(V/C)* RATIO:				0.621			0.623				0.711				0.713				0.713
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.551**			**0.553**				**0.611**				**0.613**				**0.613**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
28	East-West Street:	3rd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	0	95	0	95	95	0	101	0	101	0	101	0	101	0	101	0	101
	Left-Through		1							1				1				1	
	Through	854	1	**522**	14	868	**529**	68	975	1	**589**	14	989	1	**697**	-2	987	1	**696**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	364	1	242	30	394	257	79	465	1	296	30	495	1	311	-5	490	1	309
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	129	1	129	0	129	129	1	138	1	138	0	138	1	138	0	138	1	138
	Left-Through		0							0				0				0	
	Through	1073	2	**412**	0	1073	**412**	111	1250	2	**476**	0	1250	2	**476**	0	1250	2	**476**
	Through-Right		1							1				1				1	
	Right	164	0	164	0	164	164	5	179	0	179	0	179	0	179	0	179	0	179
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		522	North-South:		529	North-South:			589	North-South:			697	North-South:			696
		East-West:		412	East-West:		412	East-West:			476	East-West:			476	East-West:			476
		SUM:		934	SUM:		941	SUM:			1065	SUM:			1173	SUM:			1172
VOLUME/CAPACITY (V/C) RATIO:				0.623			0.627				0.710				0.782				0.781
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.553**			**0.557**				**0.610**				**0.682**				**0.681**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: *Scenario: Alternative 2*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.072	Δ*v/c* after mitigation:	0.071
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
29	East-West Street:	3rd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		2			2			2				2				2		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0				0		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		1			1			2				2				2		
	Override Capacity		0			0			0				0				0		
NORTHBOUND	Left	52	1	**52**	0	52	**52**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	204	2	102	36	240	120	12	229	2	115	36	265	2	133	-6	259	2	130
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	489	1	**285**	8	497	**289**	11	530	1	**308**	8	538	1	**312**	-1	537	1	**311**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	0	85	0	85	0	85	0	85	0	85	0	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	170	0	170	0	170	170	16	196	0	196	0	196	0	196	0	196	0	196
	Left-Through		1							1				1				1	
	Through	1859	2	**540**	0	1859	**545**	133	2106	2	**610**	0	2106	2	**615**	0	2106	2	**614**
	Through-Right		1							1				1				1	
	Right	131	0	540	18	149	545	0	139	0	610	18	157	0	615	-3	154	0	614
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	337		*North-South:*	341		*North-South:*	363			*North-South:*	367			*North-South:*	366		
		East-West:	540		*East-West:*	545		*East-West:*	610			*East-West:*	615			*East-West:*	614		
		SUM:	877		*SUM:*	886		*SUM:*	973			*SUM:*	982			*SUM:*	980		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.585			0.591			0.649				0.655				0.653		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.515**			**0.521**			**0.549**				**0.555**				**0.553**		
	LEVEL OF SERVICE (LOS):		**A**			**A**			**A**				**A**				**A**		

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
29	East-West Street:	3rd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	162	1	**162**	0	162	**162**	0	172	1	**172**	0	172	1	**172**	0	172	1	**172**
	Left-Through		0							0				0				0	
	Through	614	2	307	17	631	316	19	671	2	336	17	688	2	344	-3	685	2	343
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	272	1	**179**	61	333	**210**	20	309	1	**200**	61	370	1	**231**	-10	360	1	**226**
	Through-Right		1							1				1				1	
	Right	86	0	86	0	86	86	0	91	0	91	0	91	0	91	0	91	0	91
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	104	0	104	0	104	104	9	119	0	119	0	119	0	119	0	119	0	119
	Left-Through		1							1				1				1	
	Through	1033	2	**328**	0	1033	**330**	116	1213	2	**379**	0	1213	2	**381**	0	1213	2	**381**
	Through-Right		1							1				1				1	
	Right	173	0	328	8	181	330	0	184	0	379	8	192	0	381	-1	191	0	381
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		341	*North-South:*		372	*North-South:*			372	*North-South:*			403	*North-South:*			398
		East-West:		328	*East-West:*		330	*East-West:*			379	*East-West:*			381	*East-West:*			381
		SUM:		669	*SUM:*		702	*SUM:*			751	*SUM:*			784	*SUM:*			779
VOLUME/CAPACITY *(V/C)* RATIO:				0.446			0.468				0.501				0.523				0.519
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.376**			**0.398**				**0.401**				**0.423**				**0.419**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.022	Δ*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Off-ramp	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
30	East-West Street:	4th Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1245	1	**638**	6	1251	**641**	6	1328	1	**681**	6	1334	1	**684**	-1	1333	1	**684**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	30	0	638	0	30	641	2	34	0	681	0	34	0	684	0	34	0	684
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	329	2	165	2	331	166	63	412	2	206	2	414	2	207	0	414	2	207
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1374	3	**458**	12	1386	**462**	102	1561	3	**520**	12	1573	3	**524**	-2	1571	3	**524**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		638	*North-South:*		641	*North-South:*			681	*North-South:*			684	*North-South:*			684
		East-West:		458	*East-West:*		462	*East-West:*			520	*East-West:*			524	*East-West:*			524
		SUM:		1096	*SUM:*		1103	*SUM:*			1201	*SUM:*			1208	*SUM:*			1208
VOLUME/CAPACITY *(V/C)* RATIO:				0.731			0.735				0.801				0.805				0.805
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.631**			**0.635**				**0.701**				**0.705**				**0.705**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Off-ramp	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
30	East-West Street:	4th Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	412	1	**307**	3	415	**309**	28	465	1	**343**	3	468	1	**345**	0	468	1	**345**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	202	0	307	0	202	309	7	221	0	343	0	221	0	345	0	221	0	345
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1031	3	**344**	12	1043	**348**	118	1212	3	**404**	12	1224	3	**408**	-2	1222	3	**407**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	543	2	272	6	549	275	102	678	2	339	6	684	2	342	-1	683	2	342
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		307	*North-South:*		309	*North-South:*			343	*North-South:*			345	*North-South:*			345
		East-West:		344	*East-West:*		348	*East-West:*			404	*East-West:*			408	*East-West:*			407
		SUM:		651	*SUM:*		657	*SUM:*			747	*SUM:*			753	*SUM:*			752
VOLUME/CAPACITY *(V/C)* RATIO:				0.434			0.438				0.498				0.502				0.501
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.334**			**0.338**				**0.398**				**0.402**				**0.401**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 2***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

APPENDIX F
Intersection LOS Worksheets
For Project Alternative 3

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
1	East-West Street:	Cesar E. Chavez Avenue	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	1	**78**	0	78	**78**	18	101	1	**101**	0	101	1	**101**	0	101	1	**101**
	Left-Through		0							0				0				0	
	Through	331	2	146	5	336	148	67	418	2	182	5	423	2	184	-1	422	2	184
	Through-Right		1							1				1				1	
	Right	106	0	106	2	108	108	15	128	0	128	2	130	0	130	0	130	0	130
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	78	1	78	0	78	78	7	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	1217	2	**480**	37	1254	**492**	110	1402	2	**550**	37	1439	2	**563**	-6	1433	2	**561**
	Through-Right		1							1				1				1	
	Right	223	0	223	0	223	223	12	249	0	249	0	249	0	249	0	249	0	249
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	61	1	**61**	0	61	**61**	16	81	1	**81**	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	477	2	239	0	477	239	84	590	2	295	0	590	2	**295**	0	590	2	**295**
	Through-Right		0							0				0				0	
	Right	123	1	84	0	123	84	47	178	1	128	0	178	1	128	0	178	1	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	171	1	171	19	190	190	18	200	1	200	19	219	1	**219**	-3	216	1	**216**
	Left-Through		0							0				0				0	
	Through	1101	2	**380**	0	1101	**380**	63	1232	2	**425**	0	1232	2	425	0	1232	2	425
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	2	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		558	*North-South:*		570	*North-South:*			651	*North-South:*			664	*North-South:*			662
		East-West:		441	*East-West:*		441	*East-West:*			506	*East-West:*			514	*East-West:*			511
		SUM:		999	*SUM:*		1011	*SUM:*			1157	*SUM:*			1178	*SUM:*			1173
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.735				0.841				0.857				0.853
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.665				0.741				0.757				0.753
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS: *Scenario: Alternative 3*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.016 — Δ*v/c* after mitigation: 0.012

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
1	East-West Street:	Cesar E. Chavez Avenue	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	138	0	138	138	86	232	1	**232**	0	232	1	232	0	232	1	232
	Left-Through		0							0				0				0	
	Through	1054	2	**398**	38	1092	**417**	143	1262	2	477	38	1300	2	**496**	-6	1294	2	**493**
	Through-Right		1							1				1				1	
	Right	139	0	139	19	158	158	20	168	0	168	19	187	0	187	-3	184	0	184
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	81	1	**81**	0	81	**81**	5	91	1	91	0	91	1	**91**	0	91	1	**91**
	Left-Through		0							0				0				0	
	Through	680	2	267	17	697	273	107	829	2	**343**	17	846	2	348	-3	843	2	347
	Through-Right		1							1				1				1	
	Right	121	0	121	0	121	121	71	199	0	199	0	199	0	199	0	199	0	199
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	93	1	93	0	93	93	18	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	974	2	**487**	0	974	**487**	109	1143	2	**572**	0	1143	2	**572**	0	1143	2	**572**
	Through-Right		0							0				0				0	
	Right	164	1	95	0	164	95	41	215	1	99	0	215	1	99	0	215	1	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	121	1	**121**	9	130	**130**	16	144	1	**144**	9	153	1	**153**	-1	152	1	**152**
	Left-Through		0							0				0				0	
	Through	1130	2	406	0	1130	406	129	1329	2	476	0	1329	2	476	0	1329	2	476
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	8	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		479	*North-South:*		498	*North-South:*			575	*North-South:*			587	*North-South:*			584
		East-West:		608	*East-West:*		617	*East-West:*			716	*East-West:*			725	*East-West:*			724
		SUM:		1087	*SUM:*		1115	*SUM:*			1291	*SUM:*			1312	*SUM:*			1308
VOLUME/CAPACITY *(V/C)* RATIO:				0.791			0.811				0.939				0.954				0.951
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.721**			**0.741**				**0.839**				**0.854**				**0.851**
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: *Scenario: Alternative 3*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
2	East-West Street:	Los Angeles Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	432	2	187	5	437	189	73	532	2	266	5	537	2	269	-1	536	2	268
	Through-Right		1							1				1				1	
	Right	129	0	129	0	129	129	270	407	0	323	0	407	0	323	0	407	0	323
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	88	0	88	88	58	151	1	151	0	151	1	151	0	151	1	151
	Left-Through		0							0				0				0	
	Through	1140	2	**466**	37	1177	**485**	110	1320	2	**533**	37	1357	2	**552**	-6	1351	2	**549**
	Through-Right		1							1				1				1	
	Right	258	0	258	19	277	277	6	280	0	280	19	299	0	299	-3	296	0	296
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	1	30	2	57	31	9	67	1	37	2	69	1	38	0	69	1	38
	Left-Through		1							1				1				1	
	Through	34	0	**50**	0	34	**50**	26	62	0	**79**	0	62	0	**79**	0	62	0	**79**
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	116	0	**116**	0	116	**116**	46	169	0	**169**	0	169	0	**169**	0	169	0	**169**
	Left-Through		1							1				1				1	
	Through	67	1	67	0	67	67	19	90	1	90	0	90	1	90	0	90	1	90
	Through-Right		0							0				0				0	
	Right	36	1	0	0	36	0	18	56	1	0	0	56	1	0	0	56	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		466	North-South:		485	North-South:			533	North-South:			552	North-South:			549
		East-West:		166	East-West:		166	East-West:			248	East-West:			248	East-West:			248
		SUM:		632	SUM:		651	SUM:			781	SUM:			800	SUM:			797
VOLUME/CAPACITY (V/C) RATIO:				0.460			0.473				0.568				0.582				0.580
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.390**			**0.403**				**0.468**				**0.482**				**0.480**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: *Scenario: Alternative 3*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
2	East-West Street:	Los Angeles Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	872	2	**335**	38	910	**347**	149	1075	2	**467**	38	1113	2	**480**	-6	1107	2	**478**
	Through-Right		1							1				1				1	
	Right	132	0	132	0	132	132	187	327	0	327	0	327	0	327	0	327	0	327
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	84	1	**84**	0	84	**84**	41	130	1	**130**	0	130	1	**130**	0	130	1	**130**
	Left-Through		0							0				0				0	
	Through	826	2	312	17	843	321	116	993	2	372	17	1010	2	381	-3	1007	2	380
	Through-Right		1							1				1				1	
	Right	110	0	110	9	119	119	7	124	0	124	9	133	0	133	-1	132	0	132
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	344	1	**189**	19	363	**200**	6	371	1	**204**	19	390	1	**215**	-3	387	1	**213**
	Left-Through		1							1				1				1	
	Through	79	0	111	0	79	111	18	102	0	136	0	102	0	136	0	102	0	136
	Through-Right		1							1				1				1	
	Right	32	0	32	0	32	32	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	161	0	**161**	0	161	**161**	238	409	0	**409**	0	409	0	**409**	0	409	0	**409**
	Left-Through		1							1				1				1	
	Through	74	1	74	0	74	74	100	179	1	179	0	179	1	179	0	179	1	179
	Through-Right		0							0				0				0	
	Right	79	1	37	0	79	37	94	178	1	113	0	178	1	113	0	178	1	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		419	*North-South:*		431	*North-South:*			597	*North-South:*			610	*North-South:*			608
		East-West:		350	*East-West:*		361	*East-West:*			613	*East-West:*			624	*East-West:*			622
		SUM:		769	*SUM:*		792	*SUM:*			1210	*SUM:*			1234	*SUM:*			1230
VOLUME/CAPACITY *(V/C)* RATIO:				0.559			0.576				0.880				0.897				0.895
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.489			0.506				0.780				0.797				0.795
LEVEL OF SERVICE (LOS):				A			A				C				C				C

REMARKS: *Scenario: Alternative 3*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	Δ*v/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
3	East-West Street:	Arcadia Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	**26**	0	26	**26**	0	28	1	**28**	0	28	1	**28**	0	28	1	**28**
	Left-Through		0							0				0				0	
	Through	180	2	90	44	224	112	204	395	2	198	44	439	2	220	-7	432	2	216
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	322	1	**173**	19	341	**183**	12	354	1	**190**	19	373	1	**199**	-3	370	1	**198**
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	312	0	312	47	359	359	6	337	0	337	47	384	0	384	-7	377	0	377
	Left-Through		1							1				1				1	
	Through	963	1	**432**	0	963	**448**	108	1130	1	**497**	0	1130	1	**512**	0	1130	1	**510**
	Through-Right		1							1				1				1	
	Right	22	0	432	0	22	448	0	23	0	497	0	23	0	512	0	23	0	510
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		199	*North-South:*		209	*North-South:*			218	*North-South:*			227	*North-South:*			226
		East-West:		432	*East-West:*		448	*East-West:*			497	*East-West:*			512	*East-West:*			510
		SUM:		631	*SUM:*		657	*SUM:*			715	*SUM:*			739	*SUM:*			736
VOLUME/CAPACITY *(V/C)* RATIO:				0.421			0.438				0.477				0.493				0.491
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.351**			**0.368**				**0.377**				**0.393**				**0.391**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	Δ*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Oct-11
3	East-West Street:	Arcadia Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	89	0	89	89	0	94	1	94	0	94	1	94	0	94	1	94
	Left-Through		0							0				0				0	
	Through	719	2	**360**	349	1068	**534**	92	855	2	**428**	349	1204	2	**602**	-56	1148	2	**574**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	134	1	89	9	143	94	39	181	1	114	9	190	1	119	-1	189	1	118
	Through-Right		1							1				1				1	
	Right	44	0	44	0	44	44	0	47	0	47	0	47	0	47	0	47	0	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	105	0	105	22	127	127	25	136	0	136	22	158	0	158	-3	155	0	155
	Left-Through		1							1				1				1	
	Through	729	1	**284**	0	729	**291**	48	822	1	**325**	0	822	1	**333**	0	822	1	**332**
	Through-Right		1							1				1				1	
	Right	17	0	284	0	17	291	0	18	0	325	0	18	0	333	0	18	0	332
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		360	*North-South:*		534	*North-South:*			428	*North-South:*			602	*North-South:*			574
		East-West:		284	*East-West:*		291	*East-West:*			325	*East-West:*			333	*East-West:*			332
		SUM:		644	*SUM:*		825	*SUM:*			753	*SUM:*			935	*SUM:*			906
VOLUME/CAPACITY *(V/C)* RATIO:				0.429			0.550				0.502				0.623				0.604
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.359**			**0.480**				**0.402**				**0.523**				**0.504**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.121	Δ*v/c* after mitigation:	0.102
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
4	East-West Street:	US-101 NB off-ramp/Arcadia Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	0	27	**27**	0	29	1	**29**	0	29	1	**29**	0	29	1	**29**
	Left-Through		0							0				0				0	
	Through	757	3	252	5	762	254	312	1116	3	372	5	1121	3	374	-1	1120	3	373
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	904	2	**324**	37	941	**336**	125	1085	2	**386**	37	1122	2	**398**	-6	1116	2	**396**
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	1	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	0	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	485	1	485	121	606	606	87	602	1	602	121	723	1	**719**	-19	704	1	704
	Left-Through		1							1				1				1	
	Through	1201	1	**601**	47	1248	**624**	113	1388	1	**694**	47	1435	1	719	-7	1428	1	**714**
	Through-Right		1							1				1				1	
	Right	112	0	112	0	112	112	87	206	0	206	0	206	0	206	0	206	0	206
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		351	*North-South:*		363	*North-South:*			415	*North-South:*			427	*North-South:*			425
		East-West:		601	*East-West:*		624	*East-West:*			694	*East-West:*			719	*East-West:*			714
		SUM:		952	*SUM:*		987	*SUM:*			1109	*SUM:*			1146	*SUM:*			1139
VOLUME/CAPACITY *(V/C)* RATIO:				0.635			0.658				0.739				0.764				0.759
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.588				0.639				0.664				0.659
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: *Scenario: Alternative 3*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.025	Δ*v/c* after mitigation:	0.020
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
4	East-West Street:	US-101 NB off-ramp/Arcadia Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	22	1	22	0	22	22	0	23	1	23	0	23	1	23	0	23	1	23
Left-Through		0							0				0				0	
Through	1624	3	**541**	38	1662	**554**	411	2135	3	**712**	38	2173	3	**724**	-6	2167	3	**722**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	727	2	253	17	744	259	257	1029	2	355	17	1046	2	360	-3	1043	2	359
Through-Right		1							1				1				1	
Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	371	1	371	56	427	**410**	76	470	1	**457**	56	526	1	**483**	-9	517	1	**479**
Left-Through		1							1				1				1	
Through	781	1	**391**	22	803	410	73	902	1	457	22	924	1	483	-3	921	1	479
Through-Right		1							1				1				1	
Right	138	0	138	0	138	138	69	215	0	215	0	215	0	215	0	215	0	215
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		541	*North-South:*		554	*North-South:*			712	*North-South:*			724	*North-South:*			722
	East-West:		391	*East-West:*		410	*East-West:*			457	*East-West:*			483	*East-West:*			479
	SUM:		932	*SUM:*		964	*SUM:*			1169	*SUM:*			1207	*SUM:*			1201
VOLUME/CAPACITY *(V/C)* RATIO:			0.621			0.643				0.779				0.805				0.801
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.551**			**0.573**				**0.679**				**0.705**				**0.701**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**C**				**C**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.026	Δ*v/c* after mitigation:	0.022
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
5	East-West Street:	Aliso Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 SB--		0	NB-- 2 SB--		0	NB-- 2 SB--		0		NB-- 2 SB--		0		NB-- 2 SB--		0	
		EB-- 2 WB--		0	EB-- 2 WB--		0	EB-- 2 WB--		0		EB-- 2 WB--		0		EB-- 2 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	219	2	110	44	263	132	204	436	2	218	44	480	2	240	-7	473	2	237
	Through-Right		0							0				0				0	
	Right	145	1	145	15	160	160	98	252	1	252	15	267	1	267	-2	265	1	265
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		1							1				1				1	
	Through	612	1	**310**	65	677	**343**	19	669	1	**343**	65	734	1	**375**	-10	724	1	**370**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		1							1				1				1	
	Through	381	1	**175**	0	381	**175**	38	442	1	**198**	0	442	1	**198**	0	442	1	**198**
	Through-Right		1							1				1				1	
	Right	130	0	175	0	130	175	0	138	0	198	0	138	0	198	0	138	0	198
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		310			343		*North-South:*		343				375				370
		East-West:		175			175		*East-West:*		198				198				198
		SUM:		485			518		*SUM:*		541				573				568
	VOLUME/CAPACITY *(V/C)* RATIO:			0.323			0.345				0.361				0.382				0.379
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.253**			**0.275**				**0.261**				**0.282**				**0.279**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.021	Δ*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
5	East-West Street:	Aliso Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 SB--		0	NB-- 2 SB--		0	NB-- 2 SB--		0		NB-- 2 SB--		0		NB-- 2 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	775	2	**388**	349	1124	**562**	92	915	2	458	349	1264	2	**632**	-56	1208	2	604
	Through-Right		0							0				0				0	
	Right	380	1	380	122	502	502	101	504	1	**504**	122	626	1	626	-20	606	1	**606**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	2	0	**2**	0	2	**2**	0	2	0	**2**	0	2	0	**2**	0	2	0	**2**
	Left-Through		1							1				1				1	
	Through	237	1	125	30	267	140	64	316	1	164	30	346	1	179	-5	341	1	177
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	37	0	37	0	37	37	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		1							1				1				1	
	Through	911	1	**323**	0	911	**323**	245	1212	1	**424**	0	1212	1	**424**	0	1212	1	**424**
	Through-Right		1							1				1				1	
	Right	20	0	323	0	20	323	0	21	0	424	0	21	0	424	0	21	0	424
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		390			564		*North-South:*		506				634				608
		East-West:		323			323		*East-West:*		424				424				424
		SUM:		713			887		*SUM:*		930				1058				1032
	VOLUME/CAPACITY *(V/C)* RATIO:			0.475			0.591				0.620				0.705				0.688
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.405**			**0.521**				**0.520**				**0.605**				**0.588**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**B**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.085	Δ*v/c* after mitigation:	0.068
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street/Aliso Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
6	East-West Street:	Commercial Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	1	SB-- 0	NB--	1	SB-- 0	NB--	1	SB-- 0	NB--	1	SB-- 0	NB--	1	SB-- 0	NB--	1	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	596	3	199	5	601	200	158	791	3	264	5	796	3	265	-1	795	3	265
Through-Right		0							0				0				0	
Right	119	1	0	6	125	0	13	139	1	0	6	145	1	0	-1	144	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	108	1	108	0	108	108	37	152	1	152	0	152	1	152	0	152	1	152
Left-Through		0							0				0				0	
Through	1309	3	**436**	158	1467	**489**	175	1565	3	**522**	158	1723	3	**574**	-25	1698	3	**566**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	50	2	28	0	50	28	0	53	2	29	0	53	2	29	0	53	2	29
Left-Through		0							0				0				0	
Through	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
Through-Right		0							0				0				0	
Right	129	1	**129**	0	129	**129**	0	137	1	**137**	0	137	1	**137**	0	137	1	**137**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	182	1	**182**	0	182	**182**	2	195	1	195	0	195	1	195	0	195	1	195
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	143	1	143	0	143	143	154	306	1	**306**	0	306	1	**306**	0	306	1	**306**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		436	*North-South:*		489	*North-South:*			522	*North-South:*			574	*North-South:*			566
	East-West:		311	*East-West:*		311	*East-West:*			443	*East-West:*			443	*East-West:*			443
	SUM:		747	*SUM:*		800	*SUM:*			965	*SUM:*			1017	*SUM:*			1009
VOLUME/CAPACITY *(V/C)* RATIO:			0.524			0.561				0.677				0.714				0.708
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.454**			**0.491**				**0.577**				**0.614**				**0.608**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**B**				**B**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.037	Δ*v/c* after mitigation:	0.031
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street/Aliso Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
6	East-West Street:	Commercial Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--	0	NB-- 1	SB--	0	NB-- 1	SB--	0		NB-- 1	SB--	0		NB-- 1	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2		EB-- 0	WB--	2		EB-- 0	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1175	3	**392**	38	1213	**404**	288	1535	3	**512**	38	1573	3	**524**	-6	1567	3	**522**
	Through-Right		0							0				0				0	
	Right	313	1	0	47	360	0	10	342	1	0	47	389	1	0	-8	381	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	114	1	**114**	0	114	**114**	109	230	1	**230**	0	230	1	**230**	0	230	1	**230**
	Left-Through		0							0				0				0	
	Through	977	3	326	73	1050	350	224	1261	3	420	73	1334	3	445	-12	1322	3	441
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	335	2	**184**	0	335	**184**	0	356	2	**196**	0	356	2	**196**	0	356	2	**196**
	Left-Through		0							0				0				0	
	Through	172	1	172	0	172	172	0	183	1	183	0	183	1	183	0	183	1	183
	Through-Right		0							0				0				0	
	Right	52	1	52	0	52	52	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	94	1	94	0	94	94	11	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	145	1	**145**	0	145	**145**	124	278	1	**278**	0	278	1	**278**	0	278	1	**278**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		506	*North-South:*		518	*North-South:*			742	*North-South:*			754	*North-South:*			752
		East-West:		329	*East-West:*		329	*East-West:*			474	*East-West:*			474	*East-West:*			474
		SUM:		835	*SUM:*		847	*SUM:*			1216	*SUM:*			1228	*SUM:*			1226
VOLUME/CAPACITY *(V/C)* RATIO:				0.586			0.594				0.853				0.862				0.860
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.516**			**0.524**				**0.753**				**0.762**				**0.760**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Garey Street/US-101 SB On/off Ramps	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
7	East-West Street:	Commercial Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		1							1				1				1	
	Through	24	0	**16**	0	24	**16**	39	64	0	**37**	0	64	0	**37**	0	64	0	**37**
	Through-Right		1							1				1				1	
	Right	6	0	16	0	6	16	0	6	0	37	0	6	0	37	0	6	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	141	0	141	0	141	141	53	203	0	203	0	203	0	203	0	203	0	203
	Left-Through		1							1				1				1	
	Through	50	0	**191**	0	50	**191**	106	159	0	**362**	0	159	0	**362**	0	159	0	**362**
	Through-Right		0							0				0				0	
	Right	235	1	187	0	235	185	163	412	1	351	0	412	1	349	0	412	1	350
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	177	2	**97**	6	183	**101**	35	223	2	**123**	6	229	2	**126**	-1	228	2	**125**
	Left-Through		0							0				0				0	
	Through	42	0	52	0	42	52	0	45	0	56	0	45	0	56	0	45	0	56
	Through-Right		1							1				1				1	
	Right	10	0	0	0	10	0	0	11	0	0	0	11	0	0	0	11	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	64	1	**64**	0	64	**64**	2	70	1	**70**	0	70	1	**70**	0	70	1	**70**
	Through-Right		1							1				1				1	
	Right	66	0	0	0	66	0	37	107	0	6	0	107	0	6	0	107	0	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		207	*North-South:*		207	*North-South:*			399	*North-South:*			399	*North-South:*			399
		East-West:		161	*East-West:*		165	*East-West:*			193	*East-West:*			196	*East-West:*			195
		SUM:		368	*SUM:*		372	*SUM:*			592	*SUM:*			595	*SUM:*			594
VOLUME/CAPACITY *(V/C)* RATIO:				0.268			0.271				0.431				0.433				0.432
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.198**			**0.201**				**0.331**				**0.333**				**0.332**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Garey Street/US-101 SB On/off Ramps	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
7	East-West Street:	Commercial Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1				1					1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		3	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	9	0	9	0	9	9	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		1							1				1				1	
	Through	364	0	**196**	0	364	**196**	117	503	0	**271**	0	503	0	**271**	0	503	0	**271**
	Through-Right		1							1				1				1	
	Right	18	0	196	0	18	196	0	19	0	271	0	19	0	271	0	19	0	271
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	40	0	40	0	40	40	93	135	0	135	0	135	0	135	0	135	0	135
	Left-Through		1							1				1				1	
	Through	9	0	**49**	0	9	**49**	56	66	0	**201**	0	66	0	**201**	0	66	0	**201**
	Through-Right		0							0				0				0	
	Right	99	1	0	0	99	0	129	234	1	30	0	234	1	17	0	234	1	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	587	2	**323**	47	634	**349**	119	742	2	**408**	47	789	2	**434**	-8	781	2	**430**
	Left-Through		0							0				0				0	
	Through	62	0	73	0	62	73	0	66	0	78	0	66	0	78	0	66	0	78
	Through-Right		1							1				1				1	
	Right	11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
	Left-Through		1							1				1				1	
	Through	45	1	23	0	45	23	0	48	1	24	0	48	1	24	0	48	1	24
	Through-Right		1							1				1				1	
	Right	197	0	**177**	0	197	**177**	44	253	0	**186**	0	253	0	**186**	0	253	0	**186**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		245	*North-South:*		245	*North-South:*			472	*North-South:*			472	*North-South:*			472
		East-West:		500	*East-West:*		526	*East-West:*			594	*East-West:*			620	*East-West:*			616
		SUM:		745	*SUM:*		771	*SUM:*			1066	*SUM:*			1092	*SUM:*			1088
	VOLUME/CAPACITY *(V/C)* RATIO:			0.542			0.561				0.775				0.794				0.791
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.472**			**0.491**				**0.675**				**0.694**				**0.691**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.019	Δ*v/c* after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Broadway	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
8	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	**77**	0	77	**77**	5	87	1	**87**	0	87	1	**87**	0	87	1	**87**
	Left-Through		0							0				0				0	
	Through	309	2	135	0	309	135	76	404	2	169	0	404	2	169	0	404	2	169
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	0	102	0	102	0	102	0	102	0	102	0	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	88	9	97	97	5	98	1	98	9	107	1	107	-1	106	1	106
	Left-Through		0							0				0				0	
	Through	760	1	**496**	0	760	**496**	246	1053	1	**650**	0	1053	1	**650**	0	1053	1	**650**
	Through-Right		1							1				1				1	
	Right	232	0	232	0	232	232	1	247	0	247	0	247	0	247	0	247	0	247
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	45	1	45	0	45	45	7	55	1	**55**	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	476	1	**279**	56	532	**307**	53	558	1	323	56	614	1	**351**	-9	605	1	**346**
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	1	87	0	87	0	87	0	87	0	87	0	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	40	1	**40**	0	40	**40**	0	42	1	42	0	42	1	**42**	0	42	1	**42**
	Left-Through		0							0				0				0	
	Through	452	1	251	7	459	255	93	573	1	**319**	7	580	1	323	-1	579	1	322
	Through-Right		1							1				1				1	
	Right	50	0	50	1	51	51	11	64	0	64	1	65	0	65	0	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	573		*North-South:*	573		*North-South:*	737			*North-South:*	737			*North-South:*	737		
		East-West:	319		*East-West:*	347		*East-West:*	374			*East-West:*	393			*East-West:*	388		
		SUM:	892		*SUM:*	920		*SUM:*	1111			*SUM:*	1130			*SUM:*	1125		
VOLUME/CAPACITY *(V/C)* RATIO:			0.649			0.669			0.808				0.822				0.818		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.579			0.599			0.708				0.722				0.718		
LEVEL OF SERVICE (LOS):			A			A			C				C				C		

REMARKS: *Scenario: Alternative 3*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Broadway	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
8	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	0	82	82	2	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	1101	2	**387**	0	1101	**387**	210	1379	2	**481**	0	1379	2	**481**	0	1379	2	**481**
	Through-Right		1							1				1				1	
	Right	59	0	59	0	59	59	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	1	**36**	4	40	**40**	6	44	1	**44**	4	48	1	**48**	-1	47	1	**47**
	Left-Through		0							0				0				0	
	Through	433	1	315	0	433	315	181	641	1	428	0	641	1	428	0	641	1	428
	Through-Right		1							1				1				1	
	Right	197	0	197	0	197	197	5	214	0	214	0	214	0	214	0	214	0	214
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	79	1	**79**	0	79	**79**	2	86	1	**86**	0	86	1	**86**	0	86	1	**86**
	Left-Through		0							0				0				0	
	Through	653	1	342	26	679	355	113	806	1	421	26	832	1	434	-4	828	1	432
	Through-Right		1							1				1				1	
	Right	30	0	30	0	30	30	4	36	0	36	0	36	0	36	0	36	0	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	1	31	0	31	31	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	747	1	**424**	57	804	**457**	90	883	1	**499**	57	940	1	**532**	-9	931	1	**527**
	Through-Right		1							1				1				1	
	Right	100	0	100	9	109	109	9	115	0	115	9	124	0	124	-2	122	0	122
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		423	*North-South:*		427	*North-South:*			525	*North-South:*			529	*North-South:*			528
		East-West:		503	*East-West:*		536	*East-West:*			585	*East-West:*			618	*East-West:*			613
		SUM:		926	*SUM:*		963	*SUM:*			1110	*SUM:*			1147	*SUM:*			1141
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.700				0.807				0.834				0.830
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.603**			**0.630**				**0.707**				**0.734**				**0.730**
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.027	Δ*v/c* after mitigation:	0.023
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Spring Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
9	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	1	0	**1**	0	1	**1**	0	1	0	**1**	0	1	0	**1**	0	1	0	**1**
	Left-Through		1							1				1				1	
	Through	43	0	26	0	43	26	0	46	0	28	0	46	0	28	0	46	0	28
	Through-Right		1							1				1				1	
	Right	3	0	26	0	3	26	0	3	0	28	0	3	0	28	0	3	0	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	55	0	55	9	64	64	3	61	0	61	9	70	0	70	-1	69	0	69
	Left-Through		1							1				1				1	
	Through	1208	2	**421**	0	1208	**424**	124	1406	2	**489**	0	1406	2	**492**	0	1406	2	**492**
	Through-Right		0							0				0				0	
	Right	98	1	98	0	98	98	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		1							1				1				1	
	Through	521	0	**340**	65	586	**372**	58	611	0	**390**	65	676	0	**422**	-10	666	0	**417**
	Through-Right		1							1				1				1	
	Right	154	0	340	0	154	372	1	164	0	390	0	164	0	422	0	164	0	417
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	1	**46**	0	46	**46**	2	51	1	**51**	0	51	1	**51**	0	51	1	**51**
	Left-Through		0							0				0				0	
	Through	445	1	223	8	453	227	104	576	1	288	8	584	1	292	-1	583	1	292
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		422	*North-South:*		425	*North-South:*			490	*North-South:*			493	*North-South:*			493
		East-West:		386	*East-West:*		418	*East-West:*			441	*East-West:*			473	*East-West:*			468
		SUM:		808	*SUM:*		843	*SUM:*			931	*SUM:*			966	*SUM:*			961
	VOLUME/CAPACITY *(V/C)* RATIO:			0.567			0.592				0.653				0.678				0.674
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.497**			**0.522**				**0.553**				**0.578**				**0.574**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.025	Δ*v/c* after mitigation:	0.021
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Spring Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
9	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		1							1				1				1	
	Through	91	0	47	0	91	47	0	97	0	50	0	97	0	50	0	97	0	50
	Through-Right		1							1				1				1	
	Right	3	0	47	0	3	47	0	3	0	50	0	3	0	50	0	3	0	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	23	0	23	4	27	27	14	38	0	38	4	42	0	42	-1	41	0	41
	Left-Through		1							1				1				1	
	Through	480	2	**168**	0	480	**169**	458	968	2	**335**	0	968	2	**337**	0	968	2	**336**
	Through-Right		0							0				0				0	
	Right	80	1	80	0	80	80	1	86	1	86	0	86	1	86	0	86	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		1							1				1				1	
	Through	695	0	**380**	30	725	**395**	115	853	0	**463**	30	883	0	**478**	-5	878	0	**476**
	Through-Right		1							1				1				1	
	Right	65	0	380	0	65	395	4	73	0	463	0	73	0	478	0	73	0	476
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	77	1	**77**	0	77	**77**	3	85	1	**85**	0	85	1	**85**	0	85	1	**85**
	Left-Through		0							0				0				0	
	Through	816	1	409	66	882	442	98	964	1	483	66	1030	1	516	-11	1019	1	510
	Through-Right		1							1				1				1	
	Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		168	*North-South:*		169	*North-South:*			335	*North-South:*			337	*North-South:*			336
		East-West:		457	*East-West:*		472	*East-West:*			548	*East-West:*			563	*East-West:*			561
		SUM:		625	*SUM:*		641	*SUM:*			883	*SUM:*			900	*SUM:*			897
VOLUME/CAPACITY *(V/C)* RATIO:				0.439			0.450				0.620				0.632				0.629
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.369**			**0.380**				**0.520**				**0.532**				**0.529**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
10	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		3			3			3				3				3		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0				0		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		1			1			2				2				2		
	Override Capacity		0			0			0				0				0		
NORTHBOUND	Left	65	0	65	0	65	65	9	78	0	78	0	78	0	78	0	78	0	78
	Left-Through		1							1				1				1	
	Through	455	3	130	0	455	130	24	507	3	146	0	507	3	146	0	507	3	146
	Through-Right		0							0				0				0	
	Right	151	1	**151**	0	151	**151**	3	163	1	**163**	0	163	1	**163**	0	163	1	**163**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	79	1	**79**	0	79	79	0	84	1	**84**	0	84	1	**84**	0	84	1	**84**
	Left-Through		0							0				0				0	
	Through	526	2	263	74	600	**300**	61	619	2	310	74	693	2	347	-12	681	2	341
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	372	1	**214**	8	380	219	97	492	1	**276**	8	500	1	**281**	-1	499	1	**280**
	Through-Right		1							1				1				1	
	Right	56	0	56	1	57	57	1	60	0	60	1	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	151		*North-South:*	151		*North-South:*	163			*North-South:*	163			*North-South:*	163		
		East-West:	293		*East-West:*	300		*East-West:*	360			*East-West:*	365			*East-West:*	364		
		SUM:	444		*SUM:*	451		*SUM:*	523			*SUM:*	528			*SUM:*	527		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.312			0.316			0.367				0.371				0.370		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.242**			**0.246**			**0.267**				**0.271**				**0.270**		
	LEVEL OF SERVICE (LOS):		**A**			**A**			**A**				**A**				**A**		

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
10	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		3			3			3				3				3		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0				0		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	0		NB-- 0 SB--	0		NB-- 0 SB--	0			NB-- 0 SB--	0			NB-- 0 SB--	0		
		EB-- 0 WB--	0		EB-- 0 WB--	0		EB-- 0 WB--	0			EB-- 0 WB--	0			EB-- 0 WB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		1			1			2				2				2		
	Override Capacity		0			0			0				0				0		
NORTHBOUND	Left	200	0	200	0	200	200	4	216	0	216	0	216	0	216	0	216	0	216
	Left-Through		1							1				1				1	
	Through	1423	3	**406**	0	1423	**406**	135	1646	3	**466**	0	1646	3	**466**	0	1646	3	**466**
	Through-Right		0							0				0				0	
	Right	120	1	120	0	120	120	2	129	1	129	0	129	1	129	0	129	1	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	93	1	**93**	0	93	**93**	1	100	1	**100**	0	100	1	**100**	0	100	1	**100**
	Left-Through		0							0				0				0	
	Through	618	2	309	35	653	327	128	784	2	392	35	819	2	410	-6	813	2	407
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	695	1	**406**	66	761	**443**	97	835	1	**479**	66	901	1	**517**	-11	890	1	**510**
	Through-Right		1							1				1				1	
	Right	116	0	116	9	125	125	0	123	0	123	9	132	0	132	-2	130	0	130
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	406		*North-South:*	406		*North-South:*	466			*North-South:*	466			*North-South:*	466		
		East-West:	499		*East-West:*	536		*East-West:*	579			*East-West:*	617			*East-West:*	610		
		SUM:	905		*SUM:*	942		*SUM:*	1045			*SUM:*	1083			*SUM:*	1076		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.635			0.661			0.733				0.760				0.755		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.565**			**0.591**			**0.633**				**0.660**				**0.655**		
	LEVEL OF SERVICE (LOS):		**A**			**A**			**B**				**B**				**B**		

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.027	Δ*v/c* after mitigation:	0.022
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
11	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Scenario:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							
Override Capacity			0			0			0			0							

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	0	34	34	33	69	1	**69**	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	242	2	121	4	246	**123**	294	551	2	276	4	555	2	**278**	-1	554	2	**277**
	Through-Right		0							0				0				0	
	Right	38	1	0	0	38	0	7	47	1	1	0	47	1	1	0	47	1	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	107	1	107	391	498	**498**	77	191	1	191	391	582	1	**582**	-63	519	1	**519**
	Left-Through		0							0				0				0	
	Through	881	2	**441**	0	881	441	53	988	2	**494**	0	988	2	494	0	988	2	494
	Through-Right		0							0				0				0	
	Right	99	1	77	0	99	77	0	105	1	80	0	105	1	80	0	105	1	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	45	1	45	0	45	45	2	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	370	1	**312**	74	444	**349**	54	447	1	**362**	74	521	1	**399**	-12	509	1	**393**
	Through-Right		1							1				1				1	
	Right	253	0	253	0	253	253	7	276	0	276	0	276	0	276	0	276	0	276
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	83	1	**83**	0	83	**83**	4	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	294	2	147	9	303	152	65	377	2	189	9	386	2	193	-2	384	2	192
	Through-Right		0							0				0				0	
	Right	128	1	75	55	183	0	6	142	1	47	55	197	1	0	-9	188	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		475	*North-South:*		621	*North-South:*			563	*North-South:*			860	*North-South:*			796
		East-West:		395	*East-West:*		432	*East-West:*			454	*East-West:*			491	*East-West:*			485
		SUM:		870	*SUM:*		1053	*SUM:*			1017	*SUM:*			1351	*SUM:*			1281
VOLUME/CAPACITY *(V/C)* RATIO:				0.580			0.702				0.678				0.901				0.854
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.510**			**0.632**				**0.578**				**0.801**			TDM	**0.754**
LEVEL OF SERVICE (LOS):				**A**			**B**				**A**				**D**				**C**

REMARKS: ***Scenario: Alternative 3***

TDM & Signal Upgrade **0.744**

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.223	Δ*v/c* after mitigation:	0.166
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
11	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							
Override Capacity			0			0			0			0							

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	84	0	84	84	13	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	916	2	**458**	28	944	**472**	174	1146	2	**573**	28	1174	2	**587**	-5	1169	2	**585**
	Through-Right		0							0				0				0	
	Right	41	1	20	0	41	20	2	46	1	22	0	46	1	22	0	46	1	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	74	1	**74**	181	255	**255**	35	114	1	**114**	181	295	1	**295**	-29	266	1	**266**
	Left-Through		0							0				0				0	
	Through	287	2	144	0	287	144	205	510	2	255	0	510	2	255	0	510	2	255
	Through-Right		0							0				0				0	
	Right	143	1	108	0	143	108	0	152	1	108	0	152	1	108	0	152	1	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	71	1	71	0	71	**71**	14	89	1	89	0	89	1	**89**	0	89	1	**89**
	Left-Through		0							0				0				0	
	Through	582	1	**339**	35	617	357	89	707	1	**418**	35	742	1	435	-6	736	1	432
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	26	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	42	1	**42**	0	42	42	4	49	1	**49**	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	600	2	300	75	675	338	85	722	2	361	75	797	2	399	-12	785	2	393
	Through-Right		0							0				0				0	
	Right	169	1	132	443	612	**485**	5	184	1	127	443	627	1	**480**	-71	556	1	**423**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		532	*North-South:*		727	*North-South:*			687	*North-South:*			882	*North-South:*			851
		East-West:		381	*East-West:*		556	*East-West:*			467	*East-West:*			569	*East-West:*			512
		SUM:		913	*SUM:*		1283	*SUM:*			1154	*SUM:*			1451	*SUM:*			1363
VOLUME/CAPACITY *(V/C)* RATIO:				0.609			0.855				0.769				0.967				0.909
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.539			0.785				0.669				0.867		TDM		0.809
LEVEL OF SERVICE (LOS):				A			C				B				D				D

REMARKS: *Scenario: Alternative 3*

TDM & Signal Upgrade 0.799

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.198 — Δ*v/c* after mitigation: 0.130

Significant impacted? YES — Fully mitigated? NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	0	Conducted by:	KOA Corp	Date:	Jul-12
11	East-West Street:	Temple Street	Projection Year:	2012	Peak Hour:	AM	Scenario:	IDH	Project:	LA Street Civic Building EIR

No. of Phases				2				2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				1				1				1				1				1				1
Override Capacity				0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION						EXISTING PLUS PROJECT				EXIST W/ PROJECT W/ MITIGATION							
		Volume	No. of Lanes	Lane Volume				Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume				
NORTHBOUND	Left	34	1	**34**				0	34	1	34	0	34	1	34				
	Left-Through		0							0				0					
	Through	242	2	121				4	246	2	**123**	-1	245	2	**123**				
	Through-Right		0							0				0					
	Right	38	1	0				0	38	1	0	0	38	1	0				
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	107	1	107				391	498	1	**498**	-63	435	1	**435**				
	Left-Through		0							0				0					
	Through	881	2	**441**				0	881	2	441	0	881	2	441				
	Through-Right		0							0				0					
	Right	99	1	77				0	99	1	77	0	99	1	77				
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	45	1	45				0	45	1	45	0	45	1	45				
	Left-Through		0							0				0					
	Through	370	1	**312**				74	444	1	**349**	-12	432	1	**343**				
	Through-Right		1							1				1					
	Right	253	0	253				0	253	0	253	0	253	0	253				
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	83	1	**83**				0	83	1	**83**	0	83	1	**83**				
	Left-Through		0							0				0					
	Through	294	2	147				9	303	2	152	-2	301	2	151				
	Through-Right		0							0				0					
	Right	128	1	75				55	183	1	0	-9	174	1	0				
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
CRITICAL VOLUMES		*North-South:*		475				*North-South:*			621	*North-South:*			558				
		East-West:		395				*East-West:*			432	*East-West:*			426				
		SUM:		870				*SUM:*			1053	*SUM:*			984				
VOLUME/CAPACITY *(V/C)* RATIO:				0.580							0.702				0.656				
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.510**							**0.632**				**0.586**				
LEVEL OF SERVICE (LOS):				**A**							**B**				**A**				

REMARKS: ***Scenario: Alternative 3***

TDM & Signal Upgrade	0.576

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.122	Δ*v/c* after mitigation:	0.066
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	0	Conducted by:	KOA Corp	Date:	Jul-12
11	East-West Street:	Temple Street	Projection Year:	2012	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1				1
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION						EXISTING PLUS PROJECT				EXIST W/ PROJECT W/ MITIGATION							
		Volume	No. of Lanes	Lane Volume				Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume				
NORTHBOUND	Left	84	1	84				0	84	1	84	0	84	1	84				
	Left-Through		0							0				0					
	Through	916	2	**458**				28	944	2	**472**	-5	939	2	**470**				
	Through-Right		0							0				0					
	Right	41	1	20				0	41	1	20	0	41	1	20				
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
SOUTHBOUND	Left	74	1	**74**				181	255	1	**255**	-29	226	1	**226**				
	Left-Through		0							0				0					
	Through	287	2	144				0	287	2	144	0	287	2	144				
	Through-Right		0							0				0					
	Right	143	1	108				0	143	1	108	0	143	1	108				
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
EASTBOUND	Left	71	1	71				0	71	1	**71**	0	71	1	**71**				
	Left-Through		0							0				0					
	Through	582	1	**339**				35	617	1	357	-6	611	1	354				
	Through-Right		1							1				1					
	Right	96	0	96				0	96	0	96	0	96	0	96				
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
WESTBOUND	Left	42	1	**42**				0	42	1	42	0	42	1	42				
	Left-Through		0							0				0					
	Through	600	2	300				75	675	2	338	-12	663	2	332				
	Through-Right		0							0				0					
	Right	169	1	132				443	612	1	**485**	-71	541	1	**428**				
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
CRITICAL VOLUMES		*North-South:*		532				*North-South:*			727	*North-South:*			696				
		East-West:		381				*East-West:*			556	*East-West:*			499				
		SUM:		913				*SUM:*			1283	*SUM:*			1195				
VOLUME/CAPACITY *(V/C)* RATIO:				0.609							0.855				0.797				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.539						TDM	0.785			TDM	0.727				
LEVEL OF SERVICE (LOS):				A							C				C				

REMARKS: *Scenario: Alternative 3*

TDM & Signal Upgrade 0.717

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.246 — Δ*v/c* after mitigation: 0.178

Significant impacted? YES — Fully mitigated? NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Judge John Aiso Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
12	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	2	**57**	65	168	**92**	6	115	2	**63**	65	180	2	**99**	-10	170	2	**94**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	84	1	19	12	96	0	1	90	1	21	12	102	1	0	-2	100	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	366	1	**266**	0	366	366	125	514	1	**346**	0	514	1	514	0	514	1	514
	Through-Right		1							1				1				1	
	Right	165	0	165	465	630	**584**	3	178	0	178	465	643	0	**594**	-74	569	0	**522**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	130	1	**130**	167	297	**297**	0	138	1	**138**	167	305	1	**305**	-27	278	1	**278**
	Left-Through		0							0				0				0	
	Through	398	2	199	0	398	199	77	499	2	250	0	499	2	250	0	499	2	250
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		57	North-South:		92	North-South:			63	North-South:			99	North-South:			94
		East-West:		396	East-West:		881	East-West:			484	East-West:			899	East-West:			800
		SUM:		453	SUM:		973	SUM:			547	SUM:			998	SUM:			894
VOLUME/CAPACITY (V/C) RATIO:				0.302			0.649				0.365				0.665				0.596
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.232			0.579				0.265				0.565			TDM	0.496
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: *Scenario: Alternative 3*

TDM & Signal Upgrade 0.486

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.300 — Δ*v/c* after mitigation: 0.221

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Judge John Aiso Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
12	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	234	2	**129**	529	763	**420**	2	250	2	**138**	529	779	2	**428**	-83	696	2	**383**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	143	1	84	96	239	139	1	153	1	90	96	249	1	145	-15	234	1	136
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	670	1	**370**	0	670	**483**	128	839	1	**458**	0	839	1	**571**	0	839	1	**554**
Through-Right		1							1				1				1	
Right	70	0	70	226	296	296	3	77	0	77	226	303	0	303	-35	268	0	268
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	118	1	**118**	82	200	**200**	1	126	1	**126**	82	208	1	**208**	-12	196	1	**196**
Left-Through		0							0				0				0	
Through	541	2	271	0	541	271	87	661	2	331	0	661	2	331	0	661	2	331
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		129	*North-South:*		420	*North-South:*			138	*North-South:*			428	*North-South:*			383
	East-West:		488	*East-West:*		683	*East-West:*			584	*East-West:*			779	*East-West:*			750
	SUM:		617	*SUM:*		1103	*SUM:*			722	*SUM:*			1207	*SUM:*			1133
VOLUME/CAPACITY *(V/C)* RATIO:			0.411			0.735				0.481				0.805				0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.341**			**0.665**				**0.381**				**0.705**			TDM	**0.655**
LEVEL OF SERVICE (LOS):			**A**			**B**				**A**				**C**				**B**

REMARKS: *Scenario: Alternative 3*

TDM & Signal Upgrade 0.645

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.324 — Δ*v/c* after mitigation: 0.264

Significant impacted? YES — Fully mitigated? YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
13	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							
Override Capacity			0			0			0			0							

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	141	1	**141**	0	141	**141**	18	168	1	**168**	0	168	1	**168**	0	168	1	**168**
Left-Through		0							0				0				0	
Through	630	1	316	0	630	316	101	770	1	386	0	770	1	386	0	770	1	386
Through-Right		1							1				1				1	
Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	26	1	26	0	26	26	109	137	1	137	0	137	1	137	0	137	1	137
Left-Through		0							0				0				0	
Through	1064	2	**532**	0	1064	**532**	48	1177	2	**589**	0	1177	2	**589**	0	1177	2	**589**
Through-Right		0							0				0				0	
Right	360	1	322	158	518	475	20	402	1	356	158	560	1	508	-25	535	1	484
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	76	1	**76**	11	87	**87**	12	93	1	**93**	11	104	1	**104**	-2	102	1	**102**
Left-Through		0							0				0				0	
Through	136	1	127	1	137	127	110	254	1	191	1	255	1	192	0	255	1	192
Through-Right		1							1				1				1	
Right	117	0	117	0	117	117	4	128	0	128	0	128	0	128	0	128	0	128
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
Left-Through		0							0				0				0	
Through	115	1	**67**	9	124	**72**	39	161	1	**120**	9	170	1	**124**	-1	169	1	**124**
Through-Right		1							1				1				1	
Right	19	0	19	0	19	19	58	78	0	78	0	78	0	78	0	78	0	78
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		673	*North-South:*		673	*North-South:*			757	*North-South:*			757	*North-South:*			757
	East-West:		143	*East-West:*		159	*East-West:*			213	*East-West:*			228	*East-West:*			226
	SUM:		816	*SUM:*		832	*SUM:*			970	*SUM:*			985	*SUM:*			983
VOLUME/CAPACITY *(V/C)* RATIO:			0.593			0.605				0.705				0.716				0.715
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.523**			**0.535**				**0.605**				**0.616**			TDM	**0.615**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: *Scenario: Alternative 3*

TDM & Signal Upgrade 0.605

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.011 — Δ*v/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Oct-11
13	East-West Street:	Temple Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB-- 0	NB--	2	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							
Override Capacity			0			0			0			0							

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	0	107	107	10	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0							0				0				0	
	Through	1170	1	**586**	0	1170	**586**	96	1338	1	**670**	0	1338	1	**670**	0	1338	1	**670**
	Through-Right		1							1				1				1	
	Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	50	1	**50**	0	50	**50**	85	138	1	**138**	0	138	1	**138**	0	138	1	**138**
	Left-Through		0							0				0				0	
	Through	841	2	421	0	841	421	140	1033	2	517	0	1033	2	517	0	1033	2	517
	Through-Right		0							0				0				0	
	Right	331	1	211	73	404	242	10	361	1	227	73	434	1	257	-12	422	1	252
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	240	1	240	85	325	**325**	14	269	1	**269**	85	354	1	**354**	-14	340	1	**340**
	Left-Through		0							0				0				0	
	Through	431	1	**312**	9	440	316	95	553	1	389	9	562	1	394	-2	560	1	393
	Through-Right		1							1				1				1	
	Right	192	0	192	0	192	192	21	225	0	225	0	225	0	225	0	225	0	225
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	1	**24**	0	24	24	4	29	1	29	0	29	1	29	0	29	1	29
	Left-Through		0							0				0				0	
	Through	127	1	81	4	131	**83**	67	202	1	202	4	206	1	206	-1	205	1	205
	Through-Right		1							1				1				1	
	Right	34	0	34	0	34	34	189	225	0	**225**	0	225	0	**225**	0	225	0	**225**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		636	*North-South:*		636	*North-South:*			808	*North-South:*			808	*North-South:*			808
		East-West:		336	*East-West:*		408	*East-West:*			494	*East-West:*			579	*East-West:*			565
		SUM:		972	*SUM:*		1044	*SUM:*			1302	*SUM:*			1387	*SUM:*			1373
VOLUME/CAPACITY *(V/C)* RATIO:				0.707			0.759				0.947				1.009				0.999
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.637**			**0.689**				**0.847**				**0.909**			TDM	**0.899**
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**E**				**D**

REMARKS: *Scenario: Alternative 3*

TDM & Signal Upgrade	0.889

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.062	Δ*v/c* after mitigation:	0.042
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Broadway	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
14	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	**41**	0	41	**41**	15	59	1	**59**	0	59	1	**59**	0	59	1	**59**
	Left-Through		0							0				0				0	
	Through	382	2	148	0	382	148	66	472	2	182	0	472	2	182	0	472	2	182
	Through-Right		1							1				1				1	
	Right	62	0	62	0	62	62	7	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	49	1	49	0	49	49	1	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	542	1	**345**	0	542	**345**	244	819	1	**489**	0	819	1	**489**	0	819	1	**489**
	Through-Right		1							1				1				1	
	Right	148	0	148	0	148	148	2	159	0	159	0	159	0	159	0	159	0	159
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	81	1	**81**	0	81	**81**	8	94	1	**94**	0	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	602	2	301	47	649	325	98	737	2	369	47	784	2	392	-7	777	2	389
	Through-Right		0							0				0				0	
	Right	49	1	29	0	49	29	5	57	1	28	0	57	1	28	0	57	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	60	1	60	0	60	60	53	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	725	2	**363**	6	731	**366**	90	860	2	**430**	6	866	2	**433**	-1	865	2	**433**
	Through-Right		0							0				0				0	
	Right	117	1	93	0	117	93	8	132	1	106	0	132	1	106	0	132	1	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		386	*North-South:*		386	*North-South:*			548	*North-South:*			548	*North-South:*			548
		East-West:		444	*East-West:*		447	*East-West:*			524	*East-West:*			527	*East-West:*			527
		SUM:		830	*SUM:*		833	*SUM:*			1072	*SUM:*			1075	*SUM:*			1075
VOLUME/CAPACITY *(V/C)* RATIO:				0.582			0.585				0.752				0.754				0.754
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.512**			**0.515**				**0.652**				**0.654**				**0.654**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Broadway	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
14	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		3			3			3				3				3		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0				0		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		1			1			2				2				2		
	Override Capacity		0			0			0				0				0		
NORTHBOUND	Left	56	1	56	0	56	56	8	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	892	2	**330**	0	892	**330**	205	1152	2	**437**	0	1152	2	**437**	0	1152	2	**437**
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	53	158	0	158	0	158	0	158	0	158	0	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	1	**41**	0	41	**41**	5	49	1	**49**	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	413	1	255	0	413	255	175	613	1	360	0	613	1	360	0	613	1	360
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	5	107	0	107	0	107	0	107	0	107	0	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	224	1	**224**	0	224	**224**	4	242	1	**242**	0	242	1	**242**	0	242	1	**242**
	Left-Through		0							0				0				0	
	Through	1006	2	503	22	1028	514	243	1311	2	656	22	1333	2	667	-3	1330	2	665
	Through-Right		0							0				0				0	
	Right	38	1	10	0	38	10	16	56	1	23	0	56	1	23	0	56	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	63	1	63	0	63	63	24	91	1	91	0	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	942	2	**471**	47	989	**495**	93	1093	2	**547**	47	1140	2	**570**	-8	1132	2	**566**
	Through-Right		0							0				0				0	
	Right	99	1	79	0	99	79	4	109	1	85	0	109	1	85	0	109	1	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	371		*North-South:*	371		*North-South:*	486			*North-South:*	486			*North-South:*	486		
		East-West:	695		*East-West:*	719		*East-West:*	789			*East-West:*	812			*East-West:*	808		
		SUM:	1066		*SUM:*	1090		*SUM:*	1275			*SUM:*	1298			*SUM:*	1294		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.748			0.765			0.895				0.911				0.908		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.678**			**0.695**			**0.795**				**0.811**				**0.808**		
	LEVEL OF SERVICE (LOS):		**B**			**B**			**C**				**D**				**D**		

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	Δ*v/c* after mitigation:	0.013
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Spring Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
15	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	58	0	58	0	58	58	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through		1							1				1				1	
	Through	1088	2	**382**	0	1088	**382**	126	1281	2	**448**	0	1281	2	**448**	0	1281	2	**448**
	Through-Right		0							0				0				0	
	Right	213	1	193	0	213	193	0	226	1	204	0	226	1	204	0	226	1	204
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	41	1	**41**	0	41	**41**	0	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	507	2	254	47	554	277	99	637	2	319	47	684	2	342	-7	677	2	339
	Through-Right		0							0				0				0	
	Right	105	1	105	0	105	105	6	117	1	117	0	117	1	117	0	117	1	117
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	93	1	94	94	13	112	1	112	1	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	736	2	**368**	6	742	**371**	151	932	2	**466**	6	938	2	**469**	-1	937	2	**469**
	Through-Right		0							0				0				0	
	Right	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		382	*North-South:*		382	*North-South:*			448	*North-South:*			448	*North-South:*			448
		East-West:		409	*East-West:*		412	*East-West:*			510	*East-West:*			513	*East-West:*			513
		SUM:		791	*SUM:*		794	*SUM:*			958	*SUM:*			961	*SUM:*			961
VOLUME/CAPACITY *(V/C)* RATIO:				0.555			0.557				0.672				0.674				0.674
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.485**			**0.487**				**0.572**				**0.574**				**0.574**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Spring Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
15	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB-- 0 SB-- 0
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	39	0	39	0	39	39	2	43	0	43	0	43	0	43	0	43	0	43
Left-Through		1							1				1				1	
Through	470	2	**170**	0	470	**170**	462	961	2	**335**	0	961	2	**335**	0	961	2	**335**
Through-Right		0							0				0				0	
Right	119	1	76	0	119	76	1	127	1	81	0	127	1	81	0	127	1	81
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	87	1	**87**	0	87	**87**	0	92	1	92	0	92	1	92	0	92	1	92
Left-Through		0							0				0				0	
Through	1009	2	505	22	1031	516	283	1354	2	**677**	22	1376	2	**688**	-3	1373	2	**687**
Through-Right		0							0				0				0	
Right	55	1	55	0	55	55	18	76	1	76	0	76	1	76	0	76	1	76
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	59	1	59	9	68	68	31	94	1	**94**	9	103	1	**103**	-2	101	1	**101**
Left-Through		0							0				0				0	
Through	960	2	**480**	47	1007	**504**	120	1139	2	570	47	1186	2	593	-8	1178	2	589
Through-Right		0							0				0				0	
Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		170	*North-South:*		170	*North-South:*			335	*North-South:*			335	*North-South:*			335
	East-West:		567	*East-West:*		591	*East-West:*			771	*East-West:*			791	*East-West:*			788
	SUM:		737	*SUM:*		761	*SUM:*			1106	*SUM:*			1126	*SUM:*			1123
VOLUME/CAPACITY *(V/C)* RATIO:			0.517			0.534				0.776				0.790				0.788
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.447			0.464				0.676				0.690				0.688
LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
16	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	0	63	0	63	63	12	79	0	79	0	79	0	79	0	79	0	79
	Left-Through		1							1				1				1	
	Through	443	2	**169**	0	443	**169**	27	497	2	**192**	0	497	2	**192**	0	497	2	**192**
	Through-Right		0							0				0				0	
	Right	75	1	75	9	84	84	14	94	1	94	9	103	1	103	-1	102	1	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	104	1	**104**	0	104	**104**	7	117	1	**117**	0	117	1	**117**	0	117	1	**117**
	Left-Through		0							0				0				0	
	Through	464	2	232	47	511	256	92	585	2	293	47	632	2	316	-7	625	2	313
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	782	2	**391**	7	789	**395**	152	982	2	**491**	7	989	2	**495**	-1	988	2	**494**
	Through-Right		0							0				0				0	
	Right	91	1	91	0	91	91	2	99	1	99	0	99	1	99	0	99	1	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		169	*North-South:*		169	*North-South:*			192	*North-South:*			192	*North-South:*			192
		East-West:		495	*East-West:*		499	*East-West:*			608	*East-West:*			612	*East-West:*			611
		SUM:		664	*SUM:*		668	*SUM:*			800	*SUM:*			804	*SUM:*			803
VOLUME/CAPACITY *(V/C)* RATIO:				0.466			0.469				0.561				0.564				0.564
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.396			0.399				0.461				0.464		TDM		0.464
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: *Scenario: Alternative 3*

TDM & Signal Upgrade 0.454

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 — Δ*v/c* after mitigation: -0.007

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
16	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	153	0	153	0	153	153	8	170	0	170	0	170	0	170	0	170	0	170
	Left-Through		1							1				1				1	
	Through	1403	2	**519**	0	1403	**519**	76	1565	2	**578**	0	1565	2	**578**	0	1565	2	**578**
	Through-Right		0							0				0				0	
	Right	152	1	152	4	156	156	15	176	1	176	4	180	1	180	-1	179	1	179
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	148	1	**148**	0	148	**148**	65	222	1	**222**	0	222	1	**222**	0	222	1	**222**
	Left-Through		0							0				0				0	
	Through	907	2	454	22	929	465	220	1183	2	592	22	1205	2	603	-3	1202	2	601
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	870	2	**435**	57	927	**464**	143	1067	2	**534**	57	1124	2	**562**	-9	1115	2	**558**
	Through-Right		0							0				0				0	
	Right	122	1	122	0	122	122	1	131	1	131	0	131	1	131	0	131	1	131
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		519	*North-South:*		519	*North-South:*			578	*North-South:*			578	*North-South:*			578
		East-West:		583	*East-West:*		612	*East-West:*			756	*East-West:*			784	*East-West:*			780
		SUM:		1102	*SUM:*		1131	*SUM:*			1334	*SUM:*			1362	*SUM:*			1358
VOLUME/CAPACITY *(V/C)* RATIO:				0.773			0.794				0.936				0.956				0.953
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.703**			**0.724**				**0.836**				**0.856**			TDM	**0.853**
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: *Scenario: Alternative 3*

TDM & Signal Upgrade 0.843

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.020 — Δ*v/c* after mitigation: 0.007

Significant impacted? YES — Fully mitigated? YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
17	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	**41**	0	41	**41**	40	84	1	**84**	0	84	1	**84**	0	84	1	**84**
	Left-Through		0							0				0				0	
	Through	204	1	129	0	204	153	301	518	1	300	0	518	1	324	0	518	1	320
	Through-Right		1							1				1				1	
	Right	54	0	54	47	101	101	25	82	0	82	47	129	0	129	-7	122	0	122
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	94	1	94	0	94	94	0	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	765	2	**383**	0	765	**383**	64	876	2	**438**	0	876	2	**438**	0	876	2	**438**
	Through-Right		0							0				0				0	
	Right	152	1	130	0	152	130	0	161	1	121	0	161	1	121	0	161	1	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	45	1	**45**	0	45	**45**	33	81	1	**81**	0	81	1	**81**	0	81	1	**81**
	Left-Through		0							0				0				0	
	Through	407	2	204	56	463	232	65	497	2	249	56	553	2	277	-9	544	2	272
	Through-Right		0							0				0				0	
	Right	94	1	74	0	94	74	9	109	1	67	0	109	1	67	0	109	1	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	77	1	77	6	83	83	11	93	1	93	6	99	1	99	-1	98	1	98
	Left-Through		0							0				0				0	
	Through	595	2	**298**	7	602	**301**	114	746	2	**373**	7	753	2	**377**	-1	752	2	**376**
	Through-Right		0							0				0				0	
	Right	45	1	0	4	49	2	0	48	1	0	4	52	1	2	-1	51	1	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	424		*North-South:*	424		*North-South:*	522			*North-South:*	522			*North-South:*	522		
		East-West:	343		*East-West:*	346		*East-West:*	454			*East-West:*	458			*East-West:*	457		
		SUM:	767		*SUM:*	770		*SUM:*	976			*SUM:*	980			*SUM:*	979		
VOLUME/CAPACITY *(V/C)* RATIO:			0.511			0.513			0.651				0.653						0.653
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.441**			**0.443**			**0.551**				**0.553**			TDM			**0.553**
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**						**A**

REMARKS: ***Scenario: Alternative 3***

TDM & Signal Upgrade **0.543**

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	-0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
17	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	97	0	97	97	17	120	1	120	0	120	1	120	0	120	1	120
	Left-Through		0							0				0				0	
	Through	843	1	**473**	0	843	**484**	127	1022	1	**574**	0	1022	1	**585**	0	1022	1	**584**
	Through-Right		1							1				1				1	
	Right	102	0	102	22	124	124	18	126	0	126	22	148	0	148	-3	145	0	145
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	90	1	**90**	0	90	**90**	0	96	1	**96**	0	96	1	**96**	0	96	1	**96**
	Left-Through		0							0				0				0	
	Through	325	2	163	0	325	163	235	580	2	290	0	580	2	290	0	580	2	290
	Through-Right		0							0				0				0	
	Right	203	1	151	0	203	151	0	215	1	129	0	215	1	129	0	215	1	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	105	1	105	0	105	105	62	173	1	173	0	173	1	173	0	173	1	173
	Left-Through		0							0				0				0	
	Through	908	2	**454**	26	934	**467**	140	1104	2	**552**	26	1130	2	**565**	-4	1126	2	**563**
	Through-Right		0							0				0				0	
	Right	57	1	9	0	57	9	33	94	1	34	0	94	1	34	0	94	1	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	40	1	**40**	47	87	**87**	38	80	1	**80**	47	127	1	**127**	-8	119	1	**119**
	Left-Through		0							0				0				0	
	Through	704	2	352	57	761	381	126	873	2	437	57	930	2	465	-9	921	2	461
	Through-Right		0							0				0				0	
	Right	75	1	30	28	103	58	0	80	1	32	28	108	1	60	-5	103	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		563	*North-South:*		574	*North-South:*			670	*North-South:*			681	*North-South:*			680
		East-West:		494	*East-West:*		554	*East-West:*			632	*East-West:*			692	*East-West:*			682
		SUM:		1057	*SUM:*		1128	*SUM:*			1302	*SUM:*			1373	*SUM:*			1362
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.752				0.868				0.915				0.908
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.635**			**0.682**				**0.768**				**0.815**			TDM	**0.808**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**D**				**D**

REMARKS: *Scenario: Alternative 3*

TDM & Signal Upgrade 0.798

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.047 — Δ*v/c* after mitigation: 0.030

Significant impacted? YES — Fully mitigated? YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Judge John Aiso Street/San Pedro Str	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
18	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	0	**96**	0	96	**96**	0	102	0	**102**	0	102	0	**102**	0	102	0	**102**
	Left-Through		1							1				1				1	
	Through	128	1	112	102	230	163	4	140	1	121	102	242	1	172	-16	226	1	164
	Through-Right		0							0				0				0	
	Right	42	1	0	0	42	0	9	54	1	4	0	54	1	4	0	54	1	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	0	21	11	32	32	1	23	0	23	11	34	0	34	-2	32	0	32
	Left-Through		1							1				1				1	
	Through	207	1	**114**	14	221	**127**	2	222	1	**123**	14	236	1	**135**	-2	234	1	**133**
	Through-Right		0							0				0				0	
	Right	28	1	5	17	45	0	1	31	1	6	17	48	1	0	-3	45	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	**46**	102	148	**148**	2	51	1	**51**	102	153	1	**153**	-16	137	1	**137**
	Left-Through		0							0				0				0	
	Through	379	1	246	0	379	246	87	489	1	305	0	489	1	305	0	489	1	305
	Through-Right		1							1				1				1	
	Right	113	0	113	0	113	113	0	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	87	1	87	0	87	87	9	101	1	101	0	101	1	101	0	101	1	101
	Left-Through		0							0				0				0	
	Through	660	1	**350**	0	660	**396**	124	825	1	**434**	0	825	1	**481**	0	825	1	**473**
	Through-Right		1							1				1				1	
	Right	39	0	39	93	132	132	2	43	0	43	93	136	0	136	-15	121	0	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		210	*North-South:*		223	*North-South:*			225	*North-South:*			237	*North-South:*			235
		East-West:		396	*East-West:*		544	*East-West:*			485	*East-West:*			634	*East-West:*			610
		SUM:		606	*SUM:*		767	*SUM:*			710	*SUM:*			871	*SUM:*			845
VOLUME/CAPACITY *(V/C)* RATIO:				0.404			0.511				0.473				0.581				0.563
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.334**			**0.441**				**0.373**				**0.481**			TDM	**0.463**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

TDM & Signal Upgrade **0.453**

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.108	Δ*v/c* after mitigation:	0.080
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Judge John Aiso Street/San Pedro Str	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
18	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	195	0	195	0	195	195	0	207	0	207	0	207	0	207	0	207	0	207
Left-Through		1							1				1				1	
Through	363	1	**279**	50	413	**402**	1	386	1	**297**	50	436	1	**425**	-8	428	1	**421**
Through-Right		0							0				0				0	
Right	157	1	126	0	157	126	17	184	1	142	0	184	1	142	0	184	1	142
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	20	0	**20**	87	107	**107**	1	22	0	**22**	87	109	0	**109**	-14	95	0	**95**
Left-Through		1							1				1				1	
Through	103	1	72	115	218	216	3	112	1	78	115	227	1	227	-18	209	1	209
Through-Right		0							0				0				0	
Right	32	1	1	135	167	111	1	35	1	2	135	170	1	112	-21	149	1	95
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	62	1	62	50	112	112	0	66	1	66	50	116	1	116	-8	108	1	108
Left-Through		0							0				0				0	
Through	914	1	**504**	0	914	**504**	157	1127	1	**614**	0	1127	1	**614**	0	1127	1	**614**
Through-Right		1							1				1				1	
Right	94	0	94	0	94	94	0	100	0	100	0	100	0	100	0	100	0	100
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	62	1	**62**	0	62	**62**	18	84	1	**84**	0	84	1	**84**	0	84	1	**84**
Left-Through		0							0				0				0	
Through	582	1	310	0	582	333	164	782	1	411	0	782	1	434	0	782	1	430
Through-Right		1							1				1				1	
Right	38	0	38	45	83	83	0	40	0	40	45	85	0	85	-7	78	0	78
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		299	*North-South:*		509	*North-South:*			319	*North-South:*			534	*North-South:*			516
	East-West:		566	*East-West:*		566	*East-West:*			698	*East-West:*			698	*East-West:*			698
	SUM:		865	*SUM:*		1075	*SUM:*			1017	*SUM:*			1232	*SUM:*			1214
VOLUME/CAPACITY *(V/C)* RATIO:			0.577			0.717				0.678				0.821				0.809
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.507**			**0.647**				**0.578**				**0.721**		TDM		**0.709**
LEVEL OF SERVICE (LOS):			**A**			**B**				**A**				**C**				**C**

Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?	1			1						2				2				2
Override Capacity	0			0						0				0				0

REMARKS: *Scenario: Alternative 3*

TDM & Signal Upgrade **0.699**

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.143	Δ*v/c* after mitigation:	0.121
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
19	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	118	1	**118**	9	127	**127**	0	125	1	**125**	9	134	1	**134**	-1	133	1	**133**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	118	1	8	0	118	8	15	140	1	18	0	140	1	18	0	140	1	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	279	1	**218**	9	288	**223**	97	393	1	**280**	9	402	1	**285**	-2	400	1	**284**
	Through-Right		1							1				1				1	
	Right	157	0	157	1	158	158	0	167	0	167	1	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	220	1	**220**	0	220	**220**	11	245	1	**245**	0	245	1	**245**	0	245	1	**245**
	Left-Through		0							0				0				0	
	Through	632	2	316	84	716	358	135	806	2	403	84	890	2	445	-13	877	2	439
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		118	*North-South:*		127	*North-South:*			125	*North-South:*			134	*North-South:*			133
		East-West:		438	*East-West:*		443	*East-West:*			525	*East-West:*			530	*East-West:*			529
		SUM:		556	*SUM:*		570	*SUM:*			650	*SUM:*			664	*SUM:*			662
	VOLUME/CAPACITY *(V/C)* RATIO:			0.371			0.380				0.433				0.443				0.441
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.301			0.310				0.333				0.343				0.341
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: *Scenario: Alternative 3*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.010 — Δ*v/c* after mitigation: 0.008

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
19	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	226	1	**226**	4	230	**230**	0	240	1	**240**	4	244	1	**244**	-1	243	1	**243**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	238	1	182	0	238	182	22	275	1	203	0	275	1	203	0	275	1	203
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	963	1	**568**	75	1038	**610**	174	1196	1	**691**	75	1271	1	**733**	-12	1259	1	**726**
	Through-Right		1							1				1				1	
	Right	173	0	173	9	182	182	1	185	0	185	9	194	0	194	-2	192	0	192
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	**112**	0	112	**112**	26	145	1	**145**	0	145	1	**145**	0	145	1	**145**
	Left-Through		0							0				0				0	
	Through	487	2	244	39	526	263	182	699	2	350	39	738	2	369	-6	732	2	366
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		226	*North-South:*		230	*North-South:*			240	*North-South:*			244	*North-South:*			243
		East-West:		680	*East-West:*		722	*East-West:*			836	*East-West:*			878	*East-West:*			871
		SUM:		906	*SUM:*		952	*SUM:*			1076	*SUM:*			1122	*SUM:*			1114
VOLUME/CAPACITY *(V/C)* RATIO:				0.604			0.635				0.717				0.748				0.743
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.534**			**0.565**				**0.617**				**0.648**				**0.643**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.031	Δ*v/c* after mitigation:	0.026
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
20	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	96	1	**96**	28	124	**124**	12	114	1	**114**	28	142	1	**142**	-4	138	1	**138**
Left-Through		0							0				0				0	
Through	615	2	308	0	615	308	111	764	2	382	0	764	2	382	0	764	2	382
Through-Right		0							0				0				0	
Right	50	1	50	0	50	50	91	144	1	144	0	144	1	144	0	144	1	144
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	23	1	23	0	23	23	2	26	1	26	0	26	1	26	0	26	1	26
Left-Through		0							0				0				0	
Through	918	2	**459**	0	918	**459**	41	1015	2	**508**	0	1015	2	**508**	0	1015	2	**508**
Through-Right		0							0				0				0	
Right	237	1	131	0	237	131	10	262	1	142	0	262	1	142	0	262	1	142
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	106	1	**106**	0	106	**106**	7	120	1	**120**	0	120	1	**120**	0	120	1	**120**
Left-Through		0							0				0				0	
Through	172	1	122	6	178	127	103	286	1	182	6	292	1	187	-1	291	1	186
Through-Right		1							1				1				1	
Right	71	0	71	4	75	75	3	78	0	78	4	82	0	82	-1	81	0	81
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
Left-Through		0							0				0				0	
Through	539	2	**270**	56	595	**298**	123	695	2	**348**	56	751	2	**376**	-9	742	2	**371**
Through-Right		0							0				0				0	
Right	57	1	46	0	57	46	2	63	1	50	0	63	1	50	0	63	1	50
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		555	*North-South:*		583	*North-South:*			622	*North-South:*			650	*North-South:*			646
	East-West:		376	*East-West:*		404	*East-West:*			468	*East-West:*			496	*East-West:*			491
	SUM:		931	*SUM:*		987	*SUM:*			1090	*SUM:*			1146	*SUM:*			1137
VOLUME/CAPACITY *(V/C)* RATIO:			0.653			0.693				0.765				0.804				0.798
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.583**			**0.623**				**0.665**				**0.704**				**0.698**
LEVEL OF SERVICE (LOS):			**A**			**B**				**B**				**C**				**B**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	3	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	3	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	3	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	3	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	3	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	3	0	0

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.039	Δ*v/c* after mitigation:	0.033
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
20	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		3 0	NB-- 0 SB-- EB-- 0 WB--		3 0	NB-- 0 SB-- EB-- 0 WB--		3 0		NB-- 0 SB-- EB-- 0 WB--		3 0		NB-- 0 SB-- EB-- 0 WB--		3 0
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	97	1	97	13	110	110	8	111	1	111	13	124	1	124	-2	122	1	122
	Left-Through		0							0				0				0	
	Through	989	2	495	0	989	495	95	1145	2	573	0	1145	2	573	0	1145	2	573
	Through-Right		0							0				0				0	
	Right	101	1	101	0	101	101	75	182	1	182	0	182	1	182	0	182	1	182
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	64	1	64	0	64	64	1	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	788	2	394	0	788	394	153	989	2	495	0	989	2	495	0	989	2	495
	Through-Right		0							0				0				0	
	Right	153	1	0	0	153	0	11	173	1	0	0	173	1	0	0	173	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	298	1	298	0	298	298	9	325	1	325	0	325	1	325	0	325	1	325
	Left-Through		0							0				0				0	
	Through	699	1	414	47	746	451	171	913	1	533	47	960	1	570	-8	952	1	564
	Through-Right		1							1				1				1	
	Right	128	0	128	28	156	156	16	152	0	152	28	180	0	180	-5	175	0	175
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through		0							0				0				0	
	Through	380	2	190	26	406	203	190	593	2	297	26	619	2	310	-4	615	2	308
	Through-Right		0							0				0				0	
	Right	38	1	6	0	38	6	2	42	1	8	0	42	1	8	0	42	1	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		559	North-South:		559	North-South:		642		North-South:		642		North-South:			642
		East-West:		488	East-West:		501	East-West:		622		East-West:		635		East-West:			633
		SUM:		1047	SUM:		1060	SUM:		1264		SUM:		1277		SUM:			1275
	VOLUME/CAPACITY (V/C) RATIO:			0.735			0.744			0.887				0.896					0.895
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.665			0.674			0.787				0.796					0.795
	LEVEL OF SERVICE (LOS):			B			B			C				C					C

REMARKS: *Scenario: Alternative 3*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.009 — Δ*v/c* after mitigation: 0.008

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vignes Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
21	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	0	**4**	0	4	**4**	0	4	0	**4**	0	4	0	**4**	0	4	0	**4**
	Left-Through		1							1				1				1	
	Through	14	0	18	0	14	18	3	18	0	22	0	18	0	22	0	18	0	22
	Through-Right		0							0				0				0	
	Right	11	1	0	0	11	0	51	63	1	25	0	63	1	25	0	63	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	19	0	**64**	0	19	**64**	1	21	0	**69**	0	21	0	**69**	0	21	0	**69**
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	0	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	0	46	0	46	46	2	51	0	51	0	51	0	51	0	51	0	51
	Left-Through		1							1				1				1	
	Through	184	1	**184**	6	190	**187**	66	261	1	**233**	6	267	1	**236**	-1	266	1	**235**
	Through-Right		0							0				0				0	
	Right	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	60	0	60	0	60	60	13	77	0	77	0	77	0	77	0	77	0	77
	Left-Through		1							1				1				1	
	Through	564	0	**339**	56	620	**367**	109	708	0	**422**	56	764	0	**450**	-9	755	0	**445**
	Through-Right		1							1				1				1	
	Right	53	0	339	0	53	367	2	58	0	422	0	58	0	450	0	58	0	445
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		68	North-South:		68	North-South:			73	North-South:			73	North-South:			73
		East-West:		523	East-West:		554	East-West:			655	East-West:			686	East-West:			680
		SUM:		591	SUM:		622	SUM:			728	SUM:			759	SUM:			753
VOLUME/CAPACITY (V/C) RATIO:				0.415			0.436				0.511				0.533				0.528
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.345**			**0.366**				**0.411**				**0.433**				**0.428**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.022	Δ*v/c* after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vignes Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
21	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		1							1				1				1	
	Through	28	0	35	0	28	35	2	32	0	39	0	32	0	39	0	32	0	39
	Through-Right		0							0				0				0	
	Right	78	1	**67**	0	78	**67**	29	112	1	**73**	0	112	1	**73**	0	112	1	**73**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	0	**54**	0	54	**54**	2	59	0	**59**	0	59	0	**59**	0	59	0	**59**
	Left-Through		0							0				0				0	
	Through	13	0	98	0	13	98	3	17	0	109	0	17	0	109	0	17	0	109
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	52	0	52	0	52	52	1	56	0	56	0	56	0	56	0	56	0	56
	Left-Through		1							1				1				1	
	Through	848	1	**476**	47	895	**500**	132	1032	1	**572**	47	1079	1	**596**	-8	1071	1	**592**
	Through-Right		0							0				0				0	
	Right	25	1	25	0	25	25	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	22	0	22	0	22	22	56	79	0	79	0	79	0	79	0	79	0	79
	Left-Through		1							1				1				1	
	Through	352	0	**231**	26	378	**244**	104	478	0	**488**	26	504	0	**501**	-4	500	0	**499**
	Through-Right		1							1				1				1	
	Right	22	0	231	0	22	244	1	24	0	488	0	24	0	501	0	24	0	499
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		121	*North-South:*		121	*North-South:*			132	*North-South:*			132	*North-South:*			132
		East-West:		707	*East-West:*		744	*East-West:*			1060	*East-West:*			1097	*East-West:*			1091
		SUM:		828	*SUM:*		865	*SUM:*			1192	*SUM:*			1229	*SUM:*			1223
VOLUME/CAPACITY *(V/C)* RATIO:				0.581			0.607				0.836				0.862				0.858
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.511**			**0.537**				**0.736**				**0.762**				**0.758**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.026	Δ*v/c* after mitigation:	0.022
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Ramps	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
22	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2			2
Override Capacity			0			0			0				0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	184	1	**184**	9	193	**193**	0	195	1	**195**	9	204	1	**204**	-1	203	1	**203**
	Left-Through		0							0				0				0	
	Through	2	0	14	0	2	14	0	2	0	15	0	2	0	15	0	2	0	15
	Through-Right		1							1				1				1	
	Right	12	0	0	0	12	0	0	13	0	0	0	13	0	0	0	13	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	41	1	**41**	0	41	**41**	32	76	1	**76**	0	76	1	**76**	0	76	1	**76**
	Left-Through		0							0				0				0	
	Through	301	1	301	6	307	307	82	402	1	402	6	408	1	408	-1	407	1	407
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	494	1	**494**	47	541	**541**	111	635	1	**635**	47	682	1	**682**	-7	675	1	**675**
	Through-Right		0							0				0				0	
	Right	119	1	119	0	119	119	0	126	1	126	0	126	1	126	0	126	1	126
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		184	*North-South:*		193	*North-South:*			195	*North-South:*			204	*North-South:*			203
		East-West:		535	*East-West:*		582	*East-West:*			711	*East-West:*			758	*East-West:*			751
		SUM:		719	*SUM:*		775	*SUM:*			906	*SUM:*			962	*SUM:*			954
VOLUME/CAPACITY *(V/C)* RATIO:				0.479			0.517				0.604				0.641				0.636
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.379**			**0.417**				**0.504**				**0.541**				**0.536**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.037	Δ*v/c* after mitigation:	0.032
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Ramps	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
22	East-West Street:	1st Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
Override Capacity			0			0			0				0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	167	1	**167**	4	171	**171**	0	177	1	**177**	4	181	1	**181**	-1	180	1	**180**
	Left-Through		0							0				0				0	
	Through	6	0	70	0	6	70	0	6	0	74	0	6	0	74	0	6	0	74
	Through-Right		1							1				1				1	
	Right	64	0	0	0	64	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	58	1	58	0	58	58	18	80	1	80	0	80	1	80	0	80	1	80
	Left-Through		0							0				0				0	
	Through	571	1	**571**	47	618	**618**	136	742	1	**742**	47	789	1	**789**	-8	781	1	**781**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	261	1	261	22	283	283	119	396	1	396	22	418	1	418	-3	415	1	415
	Through-Right		0							0				0				0	
	Right	65	1	65	0	65	65	0	69	1	69	0	69	1	69	0	69	1	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		167	*North-South:*		171	*North-South:*			177	*North-South:*			181	*North-South:*			180
		East-West:		571	*East-West:*		618	*East-West:*			742	*East-West:*			789	*East-West:*			781
		SUM:		738	*SUM:*		789	*SUM:*			919	*SUM:*			970	*SUM:*			961
VOLUME/CAPACITY *(V/C)* RATIO:				0.492			0.526				0.613				0.647				0.641
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.392**			**0.426**				**0.513**				**0.547**				**0.541**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.034	Δ*v/c* after mitigation:	0.028
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
23	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
Override Capacity			0			0			0				0				0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	0	96	0	96	96	7	109	0	109	0	109	0	109	0	109	0	109
	Left-Through		1							1				1				1	
	Through	521	2	**206**	9	530	**209**	36	589	2	**233**	9	598	2	**236**	-1	597	2	**235**
	Through-Right		0							0				0				0	
	Right	61	1	61	0	61	61	3	68	1	68	0	68	1	68	0	68	1	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	51	1	51	0	51	51	7	61	1	**61**	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	390	1	**390**	19	409	**409**	27	441	1	441	19	460	1	**460**	-3	457	1	**457**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	273	0	318	2	275	320	43	333	0	**391**	2	335	0	393	0	335	0	393
	Through-Right		1							1				1				1	
	Right	45	0	0	0	45	0	10	58	0	0	0	58	0	0	0	58	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		206	*North-South:*		209	*North-South:*			233	*North-South:*			236	*North-South:*			235
		East-West:		390	*East-West:*		409	*East-West:*			452	*East-West:*			460	*East-West:*			457
		SUM:		596	*SUM:*		618	*SUM:*			685	*SUM:*			696	*SUM:*			692
VOLUME/CAPACITY *(V/C)* RATIO:				0.397			0.412				0.457				0.464				0.461
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.327**			**0.342**				**0.357**				**0.364**				**0.361**
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: *Scenario: Alternative 3*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.007 — Δ*v/c* after mitigation: 0.004

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Main Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
23	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	Marymount (San Pedro Campus)

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	203	0	203	0	203	203	8	223	0	223	0	223	0	223	0	223	0	223
	Left-Through		1							1				1				1	
	Through	1560	2	**588**	4	1564	**589**	42	1698	2	**640**	4	1702	2	**642**	-1	1701	2	**641**
	Through-Right		0							0				0				0	
	Right	101	1	101	0	101	101	2	109	1	109	0	109	1	109	0	109	1	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	75	1	**75**	0	75	**75**	53	133	1	**133**	0	133	1	**133**	0	133	1	**133**
	Left-Through		0							0				0				0	
	Through	405	1	405	9	414	414	58	488	1	488	9	497	1	497	-1	496	1	496
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	396	0	**436**	19	415	**455**	40	460	0	**506**	19	479	0	**525**	-3	476	0	**522**
	Through-Right		1							1				1				1	
	Right	40	0	0	0	40	0	4	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		588	North-South:		589	North-South:			640	North-South:			642	North-South:			641
		East-West:		511	East-West:		530	East-West:			639	East-West:			658	East-West:			655
		SUM:		1099	SUM:		1119	SUM:			1279	SUM:			1300	SUM:			1296
VOLUME/CAPACITY (V/C) RATIO:				0.733			0.746				0.853				0.867				0.864
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.663**			**0.676**				**0.753**				**0.767**				**0.764**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: *Scenario: Alternative 3*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.014 — Δ*v/c* after mitigation: 0.011

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
24	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	**28**	0	28	**28**	25	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	260	1	145	47	307	168	358	634	1	343	47	681	1	367	-7	674	1	363
	Through-Right		1							1				1				1	
	Right	29	0	29	0	29	29	21	52	0	52	0	52	0	52	0	52	0	52
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	105	1	105	0	105	105	3	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	686	1	**366**	6	692	**369**	80	808	1	**429**	6	814	1	**432**	-1	813	1	**431**
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	0	49	0	49	0	49	0	49	0	49	0	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	1	55	0	55	55	1	59	1	59	0	59	1	59	0	59	1	59
	Left-Through		0							0				0				0	
	Through	298	0	**385**	19	317	**404**	23	339	0	**436**	19	358	0	**455**	-3	355	0	**452**
	Through-Right		1							1				1				1	
	Right	87	0	0	0	87	0	5	97	0	0	0	97	0	0	0	97	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	26	1	**26**	0	26	**26**	10	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	208	0	253	2	210	255	28	249	0	304	2	251	0	306	0	251	0	306
	Through-Right		1							1				1				1	
	Right	45	0	0	0	45	0	7	55	0	0	0	55	0	0	0	55	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		394	*North-South:*		397	*North-South:*			484	*North-South:*			487	*North-South:*			486
		East-West:		411	*East-West:*		430	*East-West:*			474	*East-West:*			493	*East-West:*			490
		SUM:		805	*SUM:*		827	*SUM:*			958	*SUM:*			980	*SUM:*			976
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.551				0.639				0.653				0.651
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.467			0.481				0.539				0.553				0.551
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: *Scenario: Alternative 3*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
24	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	92	1	92	0	92	92	10	108	1	108	0	108	1	108	0	108	1	108
Left-Through		0							0				0				0	
Through	870	1	**479**	22	892	**490**	158	1082	1	**592**	22	1104	1	**603**	-3	1101	1	**602**
Through-Right		1							1				1				1	
Right	88	0	88	0	88	88	9	102	0	102	0	102	0	102	0	102	0	102
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	48	1	**48**	0	48	**48**	17	68	1	**68**	0	68	1	**68**	0	68	1	**68**
Left-Through		0							0				0				0	
Through	337	1	207	47	384	231	290	648	1	365	47	695	1	389	-8	687	1	385
Through-Right		1							1				1				1	
Right	77	0	77	0	77	77	0	82	0	82	0	82	0	82	0	82	0	82
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	54	1	54	0	54	54	0	57	1	57	0	57	1	57	0	57	1	57
Left-Through		0							0				0				0	
Through	373	0	**445**	9	382	**454**	40	436	0	**532**	9	445	0	**541**	-1	444	0	**540**
Through-Right		1							1				1				1	
Right	72	0	0	0	72	0	20	96	0	0	0	96	0	0	0	96	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	47	1	**47**	0	47	**47**	41	91	1	**91**	0	91	1	**91**	0	91	1	**91**
Left-Through		0							0				0				0	
Through	278	0	360	19	297	379	34	329	0	420	19	348	0	439	-3	345	0	436
Through-Right		1							1				1				1	
Right	82	0	0	0	82	0	4	91	0	0	0	91	0	0	0	91	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		527	*North-South:*		538	*North-South:*			660	*North-South:*			671	*North-South:*			670
	East-West:		492	*East-West:*		501	*East-West:*			623	*East-West:*			632	*East-West:*			631
	SUM:		1019	*SUM:*		1039	*SUM:*			1283	*SUM:*			1303	*SUM:*			1301
VOLUME/CAPACITY *(V/C)* RATIO:			0.679			0.693				0.855				0.869				0.867
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.609**			**0.623**				**0.755**				**0.769**				**0.767**
LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
25	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	70	1	**70**	0	70	**70**	0	74	1	**74**	0	74	1	**74**	0	74	1	**74**
Left-Through		0							0				0				0	
Through	237	1	134	84	321	176	12	264	1	149	84	348	1	191	-13	335	1	184
Through-Right		1							1				1				1	
Right	31	0	31	0	31	31	0	33	0	33	0	33	0	33	0	33	0	33
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
Left-Through		0							0				0				0	
Through	334	2	**167**	12	346	**173**	10	365	2	**183**	12	377	2	**189**	-2	375	2	**188**
Through-Right		0							0				0				0	
Right	30	1	23	2	32	15	1	33	1	25	2	35	1	17	0	35	1	19
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	15	1	15	19	34	34	1	17	1	17	19	36	1	36	-3	33	1	33
Left-Through		0							0				0				0	
Through	231	0	**391**	0	231	**391**	46	291	0	**461**	0	291	0	**461**	0	291	0	**461**
Through-Right		1							1				1				1	
Right	160	0	0	0	160	0	0	170	0	0	0	170	0	0	0	170	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	45	1	**45**	0	45	**45**	1	49	1	**49**	0	49	1	**49**	0	49	1	**49**
Left-Through		0							0				0				0	
Through	206	0	242	0	206	242	44	263	0	302	0	263	0	302	0	263	0	302
Through-Right		1							1				1				1	
Right	36	0	0	0	36	0	1	39	0	0	0	39	0	0	0	39	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		237	*North-South:*		243	*North-South:*			257	*North-South:*			263	*North-South:*			262
	East-West:		436	*East-West:*		436	*East-West:*			510	*East-West:*			510	*East-West:*			510
	SUM:		673	*SUM:*		679	*SUM:*			767	*SUM:*			773	*SUM:*			772
VOLUME/CAPACITY *(V/C)* RATIO:			0.449			0.453				0.511				0.515				0.515
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.379			0.383				0.411				0.415				0.415
LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: *Scenario: Alternative 3*

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
25	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	108	1	108	0	108	108	0	115	1	115	0	115	1	115	0	115	1	115
	Left-Through		0							0				0				0	
	Through	578	1	**330**	39	617	**350**	17	631	1	**360**	39	670	1	**379**	-6	664	1	**376**
	Through-Right		1							1				1				1	
	Right	82	0	82	0	82	82	1	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	**35**	0	35	**35**	1	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	190	2	95	94	284	142	19	221	2	111	94	315	2	158	-15	300	2	150
	Through-Right		0							0				0				0	
	Right	51	1	35	19	70	50	1	55	1	38	19	74	1	53	-3	71	1	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	32	1	32	9	41	41	0	34	1	34	9	43	1	43	-1	42	1	42
	Left-Through		0							0				0				0	
	Through	364	0	**476**	0	364	**476**	65	451	0	**570**	0	451	0	**570**	0	451	0	**570**
	Through-Right		1							1				1				1	
	Right	112	0	0	0	112	0	0	119	0	0	0	119	0	0	0	119	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	**41**	0	41	**41**	1	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	259	0	359	0	259	359	78	353	0	460	0	353	0	460	0	353	0	460
	Through-Right		1							1				1				1	
	Right	100	0	0	0	100	0	1	107	0	0	0	107	0	0	0	107	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		365	*North-South:*		385	*North-South:*			398	*North-South:*			417	*North-South:*			414
		East-West:		517	*East-West:*		517	*East-West:*			615	*East-West:*			615	*East-West:*			615
		SUM:		882	*SUM:*		902	*SUM:*			1013	*SUM:*			1032	*SUM:*			1029
	VOLUME/CAPACITY *(V/C)* RATIO:			0.588			0.601				0.675				0.688				0.686
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.518**			**0.531**				**0.575**				**0.588**				**0.586**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.013 **Δ*v/c* after mitigation:** 0.011

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
26	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2			2			2
Override Capacity			0			0			0				0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	70	**70**	0	74	1	**74**	0	74	1	**74**	0	74	1	**74**
	Left-Through		0							0				0				0	
	Through	194	1	128	9	203	132	15	221	1	143	9	230	1	148	-1	229	1	147
	Through-Right		1							1				1				1	
	Right	61	0	61	0	61	61	0	65	0	65	0	65	0	65	0	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	33	1	33	0	33	33	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	302	0	**333**	1	303	**334**	11	332	0	**365**	1	333	0	**366**	0	333	0	**366**
	Through-Right		1							1				1				1	
	Right	31	0	0	0	31	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	0	**13**	0	13	**13**	0	14	0	**14**	0	14	0	**14**	0	14	0	**14**
	Left-Through		0							0				0				0	
	Through	157	0	238	0	157	238	47	214	0	300	0	214	0	300	0	214	0	300
	Through-Right		0							0				0				0	
	Right	68	0	0	0	68	0	0	72	0	0	0	72	0	0	0	72	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	51	0	51	0	51	51	1	55	0	55	0	55	0	55	0	55	0	55
	Left-Through		0							0				0				0	
	Through	222	0	**298**	0	222	**298**	46	282	0	**364**	0	282	0	**364**	0	282	0	**364**
	Through-Right		0							0				0				0	
	Right	25	0	0	0	25	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		403	*North-South:*		404	*North-South:*			439	*North-South:*			440	*North-South:*			440
		East-West:		311	*East-West:*		311	*East-West:*			378	*East-West:*			378	*East-West:*			378
		SUM:		714	*SUM:*		715	*SUM:*			817	*SUM:*			818	*SUM:*			818
VOLUME/CAPACITY *(V/C)* RATIO:				0.476			0.477				0.545				0.545				0.545
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.406**			**0.407**				**0.445**				**0.445**				**0.445**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
26	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	91	1	91	0	91	91	0	97	1	97	0	97	1	**97**	0	97	1	**97**
Left-Through		0							0				0				0	
Through	404	1	**291**	4	408	**293**	22	451	1	**320**	4	455	1	322	-1	454	1	322
Through-Right		1							1				1				1	
Right	177	0	177	0	177	177	1	189	0	189	0	189	0	189	0	189	0	189
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	50	1	**50**	0	50	**50**	1	54	1	**54**	0	54	1	54	0	54	1	54
Left-Through		0							0				0				0	
Through	172	0	232	9	181	241	26	209	0	273	9	218	0	**282**	-2	216	0	**280**
Through-Right		1							1				1				1	
Right	60	0	0	0	60	0	0	64	0	0	0	64	0	0	0	64	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	45	0	45	0	45	45	0	48	0	48	0	48	0	48	0	48	0	48
Left-Through		0							0				0				0	
Through	342	0	**526**	0	342	**526**	68	431	0	**627**	0	431	0	**627**	0	431	0	**627**
Through-Right		0							0				0				0	
Right	139	0	0	0	139	0	0	148	0	0	0	148	0	0	0	148	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	26	0	**26**	0	26	**26**	0	28	0	**28**	0	28	0	**28**	0	28	0	**28**
Left-Through		0							0				0				0	
Through	217	0	304	0	217	304	79	309	0	402	0	309	0	402	0	309	0	402
Through-Right		0							0				0				0	
Right	61	0	0	0	61	0	0	65	0	0	0	65	0	0	0	65	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		341	*North-South:*		343	*North-South:*			374	*North-South:*			379	*North-South:*			377
	East-West:		552	*East-West:*		552	*East-West:*			655	*East-West:*			655	*East-West:*			655
	SUM:		893	*SUM:*		895	*SUM:*			1029	*SUM:*			1034	*SUM:*			1032
VOLUME/CAPACITY *(V/C)* RATIO:			0.595			0.597				0.686				0.689				0.688
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.525**			**0.527**				**0.586**				**0.589**				**0.588**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0

No. of Phases	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0
ATSAC-1 or ATSAC+ATCS-2?	1
Override Capacity	0

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
27	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	1 WB--	0	EB--	1 WB--	0	EB--	1 WB--	0	EB--	1 WB--	0	EB--	1 WB--	0	EB--	1 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	70	**70**	2	76	1	**76**	0	76	1	**76**	0	76	1	**76**
	Left-Through		0							0				0				0	
	Through	689	1	353	28	717	367	157	888	1	456	28	916	1	470	-4	912	1	468
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	5	23	0	23	0	23	0	23	0	23	0	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	0	35	35	7	44	1	44	0	44	1	44	0	44	1	44
	Left-Through		0							0				0				0	
	Through	826	1	**439**	4	830	**441**	26	903	1	**484**	4	907	1	**486**	-1	906	1	**486**
	Through-Right		1							1				1				1	
	Right	51	0	51	0	51	51	11	65	0	65	0	65	0	65	0	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	1	**24**	0	24	**24**	20	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	70	1	70	0	70	70	19	93	1	93	0	93	1	93	0	93	1	93
	Through-Right		0							0				0				0	
	Right	114	1	0	0	114	0	9	130	1	0	0	130	1	0	0	130	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	67	1	67	0	67	67	43	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	142	0	**191**	0	142	**191**	34	185	0	**275**	0	185	0	**275**	0	185	0	**275**
	Through-Right		1							1				1				1	
	Right	49	0	0	0	49	0	38	90	0	0	0	90	0	0	0	90	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		509	*North-South:*		511	*North-South:*			560	*North-South:*			562	*North-South:*			562
		East-West:		215	*East-West:*		215	*East-West:*			320	*East-West:*			320	*East-West:*			320
		SUM:		724	*SUM:*		726	*SUM:*			880	*SUM:*			882	*SUM:*			882
VOLUME/CAPACITY *(V/C)* RATIO:				0.508			0.509				0.618				0.619				0.619
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.438**			**0.439**				**0.518**				**0.519**				**0.519**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
27	East-West Street:	2nd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	1	**127**	0	127	**127**	7	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	1003	1	519	13	1016	526	146	1211	1	**640**	13	1224	1	**646**	-2	1222	1	**645**
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	31	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	50	1	50	0	50	50	40	93	1	**93**	0	93	1	**93**	0	93	1	**93**
	Left-Through		0							0				0				0	
	Through	810	1	**453**	28	838	**467**	90	950	1	546	28	978	1	560	-5	973	1	557
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	39	141	0	141	0	141	0	141	0	141	0	141
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	135	1	**135**	0	135	**135**	11	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	194	1	194	0	194	194	55	261	1	**261**	0	261	1	**261**	0	261	1	**261**
	Through-Right		0							0				0				0	
	Right	181	1	0	0	181	0	4	196	1	0	0	196	1	0	0	196	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	28	1	28	0	28	28	95	125	1	**125**	0	125	1	**125**	0	125	1	**125**
	Left-Through		0							0				0				0	
	Through	87	0	**137**	0	87	**137**	34	126	0	200	0	126	0	200	0	126	0	200
	Through-Right		1							1				1				1	
	Right	50	0	0	0	50	0	21	74	0	0	0	74	0	0	0	74	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		580	*North-South:*		594	*North-South:*			733	*North-South:*			739	*North-South:*			738
		East-West:		272	*East-West:*		272	*East-West:*			386	*East-West:*			386	*East-West:*			386
		SUM:		852	*SUM:*		866	*SUM:*			1119	*SUM:*			1125	*SUM:*			1124
VOLUME/CAPACITY *(V/C)* RATIO:				0.598			0.608				0.785				0.789				0.789
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.528**			**0.538**				**0.685**				**0.689**				**0.689**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
28	East-West Street:	3rd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	**25**	0	25	**25**	0	27	0	**27**	0	27	0	**27**	0	27	0	**27**
	Left-Through		1							1				1				1	
	Through	215	1	158	47	262	181	48	276	1	192	47	323	1	216	-7	316	1	212
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	560	1	**330**	6	566	**333**	69	663	1	**384**	6	669	1	**387**	-1	668	1	**387**
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	0	105	0	105	0	105	0	105	0	105	0	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	225	1	225	0	225	225	1	240	1	240	0	240	1	240	0	240	1	240
	Left-Through		0							0				0				0	
	Through	1611	2	**577**	0	1611	**577**	131	1841	2	**656**	0	1841	2	**656**	0	1841	2	**656**
	Through-Right		1							1				1				1	
	Right	119	0	119	0	119	119	1	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		355	*North-South:*		358	*North-South:*			411	*North-South:*			414	*North-South:*			414
		East-West:		577	*East-West:*		577	*East-West:*			656	*East-West:*			656	*East-West:*			656
		SUM:		932	*SUM:*		935	*SUM:*			1067	*SUM:*			1070	*SUM:*			1070
VOLUME/CAPACITY *(V/C)* RATIO:				0.621			0.623				0.711				0.713				0.713
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.551**			**0.553**				**0.611**				**0.613**				**0.613**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Los Angeles Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
28	East-West Street:	3rd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	0	95	0	95	95	0	101	0	101	0	101	0	101	0	101	0	101
	Left-Through		1							1				1				1	
	Through	854	1	**522**	22	876	**533**	68	975	1	**589**	22	997	1	**701**	-3	994	1	**699**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	364	1	242	47	411	266	79	465	1	296	47	512	1	320	-8	504	1	316
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	129	1	129	0	129	129	1	138	1	138	0	138	1	138	0	138	1	138
	Left-Through		0							0				0				0	
	Through	1073	2	**412**	0	1073	**412**	111	1250	2	**476**	0	1250	2	**476**	0	1250	2	**476**
	Through-Right		1							1				1				1	
	Right	164	0	164	0	164	164	5	179	0	179	0	179	0	179	0	179	0	179
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		522	*North-South:*		533	*North-South:*			589	*North-South:*			701	*North-South:*			699
		East-West:		412	*East-West:*		412	*East-West:*			476	*East-West:*			476	*East-West:*			476
		SUM:		934	*SUM:*		945	*SUM:*			1065	*SUM:*			1177	*SUM:*			1175
VOLUME/CAPACITY *(V/C)* RATIO:				0.623			0.630				0.710				0.785				0.783
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.553**			**0.560**				**0.610**				**0.685**				**0.683**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.075	Δ*v/c* after mitigation:	0.073
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
29	East-West Street:	3rd Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		2			2			2				2				2		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0				0		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	0		NB-- 0 SB--	0		NB-- 0 SB--	0			NB-- 0 SB--	0			NB-- 0 SB--	0		
		EB-- 0 WB--	0		EB-- 0 WB--	0		EB-- 0 WB--	0			EB-- 0 WB--	0			EB-- 0 WB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		1			1			1				2				2		
	Override Capacity		0			0			0				0				0		
NORTHBOUND	Left	52	1	**52**	0	52	**52**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	204	2	102	56	260	130	12	229	2	115	56	285	2	143	-9	276	2	138
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	489	1	**285**	12	501	**291**	11	530	1	**308**	12	542	1	**314**	-2	540	1	**313**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	0	85	0	85	0	85	0	85	0	85	0	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	170	0	170	0	170	170	16	196	0	196	0	196	0	196	0	196	0	196
	Left-Through		1							1				1				1	
	Through	1859	2	**540**	0	1859	**547**	133	2106	2	**610**	0	2106	2	**617**	0	2106	2	**616**
	Through-Right		1							1				1				1	
	Right	131	0	540	28	159	547	0	139	0	610	28	167	0	617	-4	163	0	616
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	337		*North-South:*	343		*North-South:*	363			*North-South:*	369			*North-South:*	368		
		East-West:	540		*East-West:*	547		*East-West:*	610			*East-West:*	617			*East-West:*	616		
		SUM:	877		*SUM:*	890		*SUM:*	973			*SUM:*	986			*SUM:*	984		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.585			0.593			0.649				0.657				0.656		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.515**			**0.523**			**0.549**				**0.557**				**0.556**		
	LEVEL OF SERVICE (LOS):		**A**			**A**			**A**				**A**				**A**		

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro Street	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
29	East-West Street:	3rd Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	162	1	**162**	0	162	**162**	0	172	1	**172**	0	172	1	**172**	0	172	1	**172**
	Left-Through		0							0				0				0	
	Through	614	2	307	26	640	320	19	671	2	336	26	697	2	349	-4	693	2	347
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	272	1	**179**	94	366	**226**	20	309	1	**200**	94	403	1	**247**	-15	388	1	**240**
	Through-Right		1							1				1				1	
	Right	86	0	86	0	86	86	0	91	0	91	0	91	0	91	0	91	0	91
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	104	0	104	0	104	104	9	119	0	119	0	119	0	119	0	119	0	119
	Left-Through		1							1				1				1	
	Through	1033	2	**328**	0	1033	**331**	116	1213	2	**379**	0	1213	2	**382**	0	1213	2	**382**
	Through-Right		1							1				1				1	
	Right	173	0	328	13	186	331	0	184	0	379	13	197	0	382	-2	195	0	382
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		341	*North-South:*		388	*North-South:*			372	*North-South:*			419	*North-South:*			412
		East-West:		328	*East-West:*		331	*East-West:*			379	*East-West:*			382	*East-West:*			382
		SUM:		669	*SUM:*		719	*SUM:*			751	*SUM:*			801	*SUM:*			794
VOLUME/CAPACITY *(V/C)* RATIO:				0.446			0.479				0.501				0.534				0.529
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.376**			**0.409**				**0.401**				**0.434**				**0.429**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.033	Δ*v/c* after mitigation:	0.028
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Off-ramp	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
30	East-West Street:	4th Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1245	1	**638**	9	1254	**642**	6	1328	1	**681**	9	1337	1	**686**	-1	1336	1	**685**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	30	0	638	0	30	642	2	34	0	681	0	34	0	686	0	34	0	685
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	329	2	165	2	331	166	63	412	2	206	2	414	2	207	0	414	2	207
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1374	3	**458**	19	1393	**464**	102	1561	3	**520**	19	1580	3	**527**	-3	1577	3	**526**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		638	*North-South:*		642	*North-South:*			681	*North-South:*			686	*North-South:*			685
		East-West:		458	*East-West:*		464	*East-West:*			520	*East-West:*			527	*East-West:*			526
		SUM:		1096	*SUM:*		1106	*SUM:*			1201	*SUM:*			1213	*SUM:*			1211
VOLUME/CAPACITY *(V/C)* RATIO:				0.731			0.737				0.801				0.809				0.807
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.631**			**0.637**				**0.701**				**0.709**				**0.707**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Off-ramp	Year of Count:	2012	Ambient Growth: (%):	1	Conducted by:	KOA Corp	Date:	Jul-12
30	East-West Street:	4th Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	IDH	Project:	LA Street Civic Building EIR

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	412	1	**307**	4	416	**309**	28	465	1	**343**	4	469	1	**345**	-1	468	1	**345**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	202	0	307	0	202	309	7	221	0	343	0	221	0	345	0	221	0	345
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1031	3	**344**	19	1050	**350**	118	1212	3	**404**	19	1231	3	**410**	-3	1228	3	**409**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	543	2	272	9	552	276	102	678	2	339	9	687	2	344	-1	686	2	343
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		307	*North-South:*		309	*North-South:*			343	*North-South:*			345	*North-South:*			345
		East-West:		344	*East-West:*		350	*East-West:*			404	*East-West:*			410	*East-West:*			409
		SUM:		651	*SUM:*		659	*SUM:*			747	*SUM:*			755	*SUM:*			754
VOLUME/CAPACITY *(V/C)* RATIO:				0.434			0.439				0.498				0.503				0.503
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.334**			**0.339**				**0.398**				**0.403**				**0.403**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: ***Scenario: Alternative 3***

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Appendix E
Consultation Letters Received

August 28, 2012

Manager
Solid Resources Processing and Construction Division
City of Los Angeles, Department of Public Works
Bureau of Sanitation
1149 S. Broadway Street, Suite 900
Mail Stop 624
Los Angeles, CA 90015-2213

RE: Los Angeles Street Civic Building Environmental Impact Report (EIR)

To Whom It May Concern,

ICF International is soliciting your input for the preparation of a Draft Environmental Impact Report (EIR) on the proposed project at the Los Angeles Street Civic Building, formerly known as Parker Center. The purpose of this letter is to obtain a professional evaluation of the project with respect to solid waste services and the ability of the Bureau of Sanitation to provide services to the project site. I have enclosed a brief questionnaire for your consideration that will help us appropriately evaluate service impacts of the project. Please address the numbered items on the attached questionnaire and return them to me by September 11, 2012. ICF International will use the information that the Bureau of Sanitation provides to determine the impacts of the project.

The proposed project is located in the northeastern portion of downtown within the City of Los Angeles at 150 N. Los Angeles Street. The project site is located in the block bounded by Temple Street to the north, Judge John Aiso Street to the east, 1st Street to the south, and Los Angeles Street to the west. The project would occupy the entire block except for the southwestern portion.

Following the completion of the new Police Headquarters Facility (PHF), a majority of Parker Center was permanently vacated and secured. Only a small portion of the facility is currently being used by the Police Department and the facility is expected to be fully vacated by the end of 2012. Due to the property's close proximity to City Hall, the City has identified an opportunity to improve services by re-activating this underutilized property. There are three potential alternatives that are under consideration for the Parker Center site:

Alternative B1: Rehabilitation and restoration of the existing Parker Center building. This alternative would include seismic improvements, conversion of portions of the building into City Department offices, commercial space, associated parking, and other improvements to bring the building up to City and State codes and standards.

Alternative B2: Partial demolition, renovation, and addition of space resulting in a 500,000 square-foot building and a parking garage containing approximately 328 parking spaces.

Alternative B3: Full demolition of the Parker Center building and construction of a new, 750,000 square-foot building. A parking garage containing approximately 1,173 parking spaces would be constructed.

Under each alternative City Department offices, parking facilities, a cafeteria, a childcare center, and commercial space would be provided. The new or improved facility would support

the City's sustainability initiatives by rehabilitating or constructing a building that meets the City's Green Building Code

Please contact me at 213-627-5376 ext. 235, or Peter.Feldman@icfi.com, if you have any questions or comments, or would like to further discuss this request. Thank you.

Sincerely,

Peter Feldman
Environmental Planner

QUESTIONS REGARDING SOLID WASTE SERVICES FOR THE LA STREET CIVIC BUILDING (PARKER CENTER) PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT

Please provide answers to the following questions in the spaces provided as soon as possible. Please electronically sign and date the questionnaire. If you have any questions please contact Peter Feldman at ICF International (213) 627-5376 x235 or peter.feldman@icfi.com).

1. The following table lists solid waste generation factors published in the L.A. CEQA Thresholds Guide for broad land use categories. In order to provide a reasonable conservative estimate of solid waste generation from the project, would the use of the commercial property solid waste generation factor of 10.53 pounds per employee per day be an appropriate figure, or does the Bureau of Sanitation prefer another rate? If different, please provide the preferred rate.

Proposed Land Use	**Solid Waste Generation Rate**
Residential	12.23 pounds per household per day
Commercial	10.53 pounds per employee per day
Industrial	8.93 pounds per employee per day

2. Please identify the solid waste transfer station and disposal site that would serve the project site.

3. Please explain the City's policy of diversion (if any) and how it applies to the transfer station and disposal site that would serve the project.

4. Please identify where *hazardous* waste from the proposed Project would be sent (i.e.: contaminated soil, etc.).

5. Please identify the maximum daily capacity of the *hazardous* waste facility (or facilities if there is more than one).

6. Please identify the maximum build out capacity of the *hazardous* waste facility (or facilities) and when the facility (or facilities) would cease to operate.

Responding Party	Title	Date of Response

From:	Kim Tran
To:	Feldman, Peter
Cc:	Mistie Joyce; Javier Polanco; Karen Coca
Subject:	Los Angeles Street Civic Building Environmental Impact Report (EIR)
Date:	Wednesday, September 12, 2012 11:00:36 AM

Dear Mr. Feldman:

The City of Los Angeles, Bureau of Sanitation received from you a letter dated August 28, 2012 with a request for information regarding solid waste collection services for the Parker Center Project. Responses to the questions attached to your letter can be found in the document: "**Answers to Frequently Asked Questions for CEQA Documents**" which can be located via this direct link:

http://www.lacitysan.org/solid_resources/pdfs/2011/FAQs4CEQA.pdf

If you need any additional information that is not available therein, please contact Ms. Mistie Joyce at (213) 485-3894.

Sincerely,

Kim Tran
Acting Environmental Affairs Officer

ANSWERS TO FREQUENTLY ASKED QUESTIONS FOR CEQA DOCUMENTS

City of Los Angeles, Department of Public Works, Bureau of Sanitation

COLLECTION and DISPOSAL

The City of Los Angeles collects and manages recycling, green waste, and solid waste from single-family and some small multi-family residences on public streets through collection by City crews. A 1991 Los Angeles City Council action approved a moratorium that prevented new multifamily residences of five units or more from participating in the City's curbside program. Consequently, most condo and apartment complexes are serviced by private waste haulers approved by the Bureau of Sanitation (Bureau) under a permitted hauler system.

If your proposed project consists of commercial or industrial uses, or multifamily residential uses, or is single-family residential but does not open directly onto a public street (i.e., gated communities), you will most likely have to contract for private waste hauling services. A list of all private waste haulers permitted to operate in the City of Los Angeles can be found at http://www.lacity.org/san/solid_resources/pdfs/AB939_List_of_Permitted_Haulers.pdf.

There are no restrictions on either the number of permitted waste haulers or where they operate within the City. The owner or manager may contact any of the permitted haulers and arrange for waste and/or recycling services.

Each hauler contracts directly with the landfill(s) or other waste disposal/recycling facilities to be used. The City does not restrict private haulers' choice of waste disposal.

During demolition and construction activities in the City of Los Angeles, as of January 1, 2011, all contractors are required to source separate materials on site for recycling and/or use a permitted private waste hauler to deliver mixed materials to a certified processor for recycling.
http://www.lacitysan.org/solid_resources/recycling/c&d.htm

The City does not own or operate any active landfills, and owns one public transfer station, the Central Los Angeles Recycling and Transfer Station (CLARTS) in central Los Angeles.
http://www.lacitysan.org/srpcd/TS_clarts.htm

The City's Local Enforcement Agency, in the Department of Building and Safety, has permit information for solid waste facilities that includes landfill intake, capacity, daily limits, hours of operation, etc.
http://ladbs.org/LADBSWeb/environment-permit.jsf

The Los Angeles County Department of Public Works is the responsible party for solid waste planning, including landfill capacity.
http://dpw.lacounty.gov/swims/default.asp?showPage=5

SOLID WASTE GENERATION DATA

The City collects solid waste generation data for each Sanitation District (6 districts – East valley, West Valley, West LA, North Central, South Central, and Harbor can be found at: http://boemaps.eng.ci.la.ca.us/index01.cfm or (http://navigatela.lacity.org/index01.cfm), and only for the waste the City itself picks up. Data is not broken down into smaller, neighborhood (project-adjacent) units, and does not include large multi-family, commercial, or industrial waste data.

The large size of the districts and the limitation to single-family residential-only-data make this data unsuitable for determining solid waste service demand in the CEQA project area.

IMPACT SIGNIFICANCE

The City prefers that you use the City's CEQA Thresholds Guidelines, which may be found at: http://www.environmentla.org/programs/table_of_contents.htm

ADEQUATE SOLID WASTE SERVICE

Los Angeles County Code, Title 11, Health and Safety, Ch 11.16, Garbage and Other Waste Material: 11.16.020 Sanitation of premises -- Responsibility of owner or agent.
The owner, agent or manager of any premises shall maintain such premises in a clean, sanitary condition, free from accumulations of garbage, rubbish, refuse and other wastes at all times, except as provided by the provisions of this Division 1 or other applicable laws. (Ord. 8588 § 1 (part), 1964: Ord. 7583 Part 3 Ch. 7 § 605, 1959.)
11.16.030 Garbage -- Storage restrictions.
Garbage and putrescible matter, whether mixed with rubbish or other matter or not, shall be kept in watertight receptacles with close-fitting lids and with handles or bails. Such receptacles shall be thoroughly cleaned each time their contents are removed. Such garbage or putrescible material, whether mixed with rubbish or other material or not, shall not be kept for more than seven days. (Ord. 7583 Part 3 Ch. 7 § 601, 1959.)
11.16.060 Rubbish -- Storage restrictions.
A person may deposit and keep, for not more than 15 days, in a substantial and adequate container, combustible and noncombustible rubbish other than garbage and putrescible matter. (Ord. 7583 Part 3 Ch. 7 § 603, 1959.)

MISCELLANEOUS

Los Angeles City Ordinance 171,687, enacted in 1997, mandates that new construction in the City provide certain minimum space for recycling containers. The ordinance can be downloaded from the City Charter, Rules & Codes link on the City's website at www.lacity.org.

Although there are no current policies that require recycling and green waste services at multi-family complexes, the Bureau does offer the opportunity to participate in the Multifamily Residential Recycling Program. This Program offers free recycling services to complexes of five (5) or more units that are currently receiving private trash service, and accepts the same

materials that are accepted in the Bureau's curbside recycling program for single family residences.

The Bureau of Sanitation publishes guides to waste minimization and recycling in residences and several different types of businesses. These guides may be downloaded using the Publications link on the Bureau's website at www.lacitysan.org, or copies may be mailed on request by calling the Bureau's Recycling Hotline at 1-800-773-2489.

CalRecycle also has numerous publications on all aspects of waste prevention and recycling, which may be accessed at www.CalRecycle.ca.gov.

August 28, 2012

Mr. Gus Ledesma
Southern California Gas Company
701 N. Bullis Road
Compton, CA 90224-9099

RE: Los Angeles Street Civic Building Environmental Impact Report (EIR)

Dear Mr. Ledesma,

ICF International is soliciting your input for the preparation of a Draft Environmental Impact Report (EIR) on the proposed Los Angeles Street Civic Building Project, formerly known as Parker Center. The purpose of this letter is to obtain a professional evaluation of the project with respect to natural gas service and the ability of the Southern California Gas Company (Gas Company) to provide services to the project site. I have enclosed a brief questionnaire for your consideration that will help us appropriately evaluate service impacts of the project. Please address the numbered items on the attached questionnaire and return them to me by September 11, 2012. ICF International will use the information that the Gas Company provides to determine the impacts of the project.

The proposed project is located in the northeastern portion of downtown within the City of Los Angeles at 150 N. Los Angeles Street. The project site is located in the block bounded by Temple Street to the north, Judge John Aiso Street to the east, 1st Street to the south, and Los Angeles Street to the west. The project would occupy the entire block except for the southwestern portion.

Following the completion of the new Police Headquarters Facility (PHF), a majority of Parker Center was permanently vacated and secured. Only a small portion of the facility is currently being used by the Police Department and the facility is expected to be fully vacated by the end of 2012. Due to the property's close proximity to City Hall, the City has identified an opportunity to improve services by re-activating this underutilized property. There are three potential alternatives that are under consideration for the Parker Center site:

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Under each alternative City Department offices, parking facilities, a cafeteria, a childcare center, and commercial space would be provided. The new or improved facility would support the City's sustainability initiatives by rehabilitating or constructing a building that meets the City's Green Building Code

Please contact me at 213-627-5376 ext. 235, or Peter.Feldman@icfi.com, if you have any questions or comments, or would like to further discuss this request. Thank you.

Sincerely,

Peter Feldman
Environmental Planner

ICF INTERNATIONAL

NATURAL GAS SERVICES EVALUATION QUESTIONS FOR FOR THE LA STREET CIVIC BUILDING (PARKER CENTER) PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT

Please provide answers to the following questions in the spaces provided within three working days. Please electronically sign and date the questionnaire. If you have any questions please contact Peter Feldman at ICF International (213) 627-5376 x235 or peter.feldman@icfi.com).

1. Does the Southern California Gas Company (Gas Company) have existing lines within or immediately adjacent to the project site that could be extended so that off-site improvements would not be required?

2. What is the capacity and diameter of the nearest lines to the project that would serve the project?

3. Would these lines be adequate to meet the natural gas demand that would be created by the project?

4. What is the peak-period load on these lines? And, would these lines be able to accommodate the increased gas flow in terms of peak-period load?

5. Are there any regulator stations that would be affected by the project? And would the existing regulator stations be adequate to serve the project?

6. If applicable, what improvements near the project site would be required to serve the proposed project?

7. In terms of regional gas supply, what is the overall volume of natural gas that is available for use the region? (Please provide daily, monthly and yearly amounts if applicable)

8. Of the volume available to the region, what volume is currently used and what percentage, if any is remaining?

9. Considering existing supplies and projected future natural gas supplies, does the Gas Company foresee any issues providing service to the project in the future?

10. Considering existing and future plans for projects, does the Gas Company foresee any issues providing service to the project on a cumulative basis?

11. Would the project, in conjunction with future projects, exceed the capacity of planned lines and regulator stations that would provide service to the project and areas surrounding it?

12. What improvements, if any, to these facilities would be required in light of the project and future projects in the region?

13. Are you aware of any discretionary permits required by local, regional, or state government agencies that the project proponent or the Gas Company would need to attain in order for natural gas service to be provided to the site?

14. Please provide any additional information you feel would be pertinent.

Responding Party	Title	Date of Response

Environmental Impact Report Response for Natural Gas Service

Reference: Los Angeles Street Civic Building EIR received 8/28/12

The following are answers to questions asked on the referenced EIR. The answers are in the same order as the questions asked in the EIR.

1. Yes, the Southern California Gas Company has existing lines in the immediate area.

2. The following mains exist on the requested street(s): there is an 8" main in 1st St; Judge John Aiso St. has a 6" HP main as well as a 4" medium pressure main; Temple St. has a 4" main on the west end; Los Angeles St has a 4" main.

3. Yes, SoCal Gas would be able to accommodate the proposed project's demand for natural gas with the existing natural gas supplies. If not, then SoCal would make the adequate changes in order to provide the load to the customer.

4. Peak-period load is determined by data from previous years and the system is modeled accordingly. If these lines aren't able to accommodate the increased gas flow at peak-period conditions, SoCal would make the adequate changes in order to provide the load to the customer.

5. That information will vary depending on the demand of the customer.

6. If problems/deficiencies were to exist, appropriate actions e.g. pressure betterments, natural gas supplies would need to be initiated to solve problems.

7. Not applicable.

8. Not applicable.

9. The Gas Company does not foresee any issues providing service to this project in the future.

10. The Gas Company does not foresee any issues providing service to the project on a cumulative basis.

11. The Southern California Gas Company can't determine that information until the total load requested is submitted for analysis.

12. See answer 6.

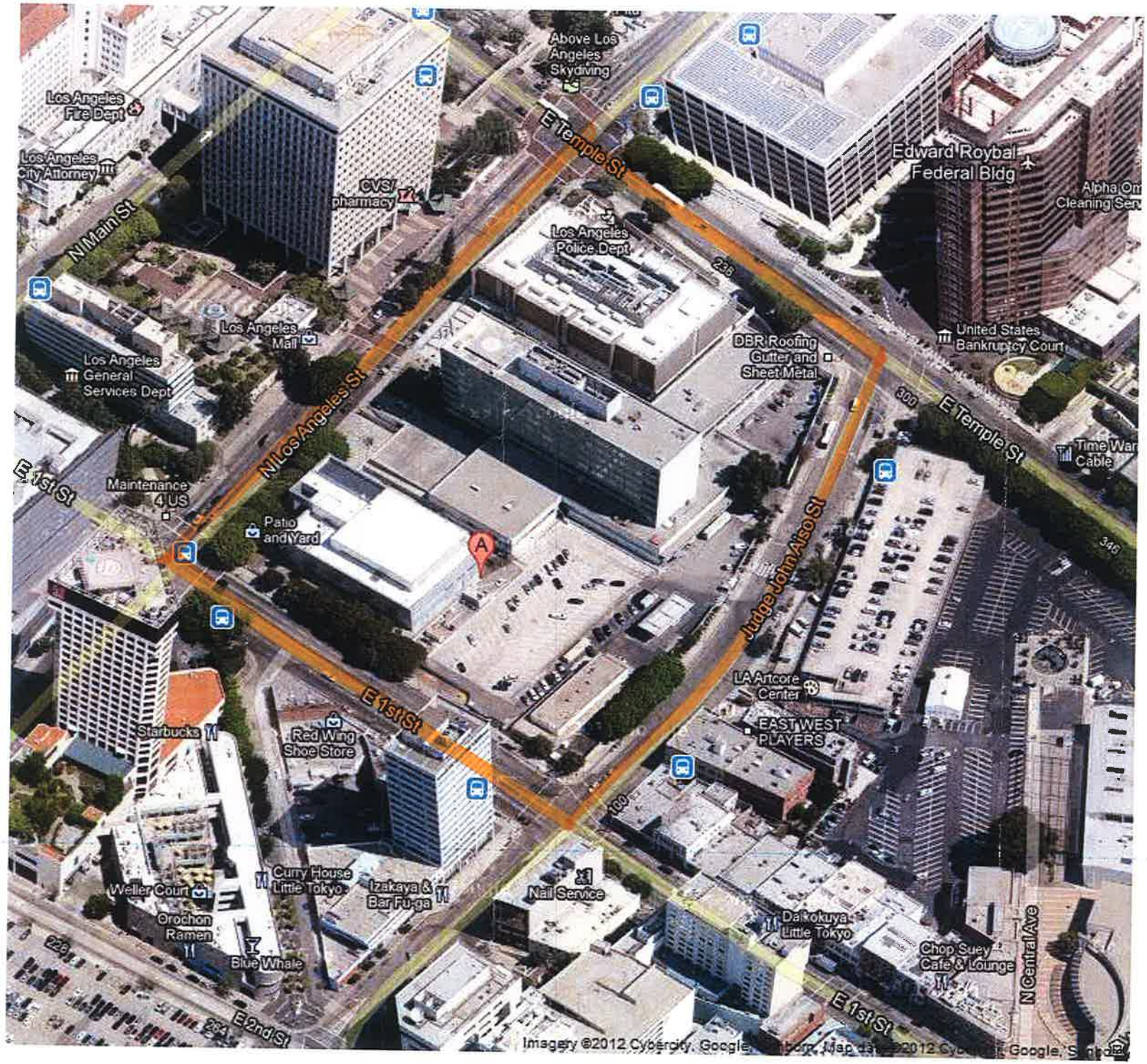
13. If any excavation were required a Utility Permit would need to be acquired.

14. There is no additional information at this time.

Note: These answers are only estimates to the proposed project as of September 6, 2012. Actual gas demand can only be determined when customer equipment is known.

Completed by:
Eric Carlstrom
Region Associate Engineer
Southern California Gas Company

Eric Carlstrom


Above Los Angeles Skydiving
Los Angeles Fire Dept
Los Angeles City Attorney
CVS/ pharmacy
E Temple St
Edward Roybal Federal Bldg
Alpha Om Cleaning Serv
N Main St
Los Angeles Police Dept
Los Angeles Mall
Los Angeles General Services Dept
DBR Roofing Gutter and Sheet Metal
United States Bankruptcy Court
N Los Angeles St
E Temple St
Time War Cable
E 1st St
Maintenance 4 US
Patio and Yard
A
Judge John Aiso St
LA Artcore Center
EAST WEST PLAYERS
E 1st St
Starbucks
Red Wing Shoe Store
Curry House Little Tokyo
Izakaya & Bar Fu-ga
Weller Court
Orochon Ramen
Blue Whale
Nail Service
Daikokuya Little Tokyo
Chop Suey Cafe & Lounge
N Central Ave
E 2nd St
E 1st St
Imagery ©2012 Cybercity, Google

August 28, 2012

Ms. Denise Gardiner
Los Angeles Department of Water and Power
111 North Hope Street, Room 1425
Mail Stop 800
Los Angeles, CA 90012

RE: Los Angeles Street Civic Building Environmental Impact Report (EIR)

Dear Ms. Gardiner,
ICF International is soliciting your input for the preparation of a Draft Environmental Impact Report (EIR) on the proposed Los Angeles Street Civic Building Project, formerly known as Parker Center. The purpose of this letter is to obtain a professional evaluation of the project with respect to water service and the ability of the Department of Water and Power (LADWP) to provide services to the project site. I have enclosed a brief questionnaire for your consideration that will help us appropriately evaluate service impacts of the project. Please address the numbered items on the attached questionnaire and return them to me by September 11, 2012. ICF International will use the information LADWP provides to determine the impacts of the project.

The proposed project is located in the northeastern portion of downtown within the City of Los Angeles at 150 N. Los Angeles Street. The project site is located in the block bounded by Temple Street to the north, Judge John Aiso Street to the east, 1st Street to the south, and Los Angeles Street to the west. The project would occupy the entire block except for the southwestern portion.

Following the completion of the new Police Headquarters Facility (PHF), a majority of Parker Center was permanently vacated and secured. Only a small portion of the facility is currently being used by the Police Department and the facility is expected to be fully vacated by the end of 2012. Due to the property's close proximity to City Hall, the City has identified an opportunity to improve services by re-activating this underutilized property. There are three potential alternatives that are under consideration for the Parker Center site:

Alternative B1: Rehabilitation and restoration of the existing Parker Center building. This alternative would include seismic improvements, conversion of portions of the building into City Department offices, commercial space, associated parking, and other improvements to bring the building up to City and State codes and standards.

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Please contact me at 213-627-5376 ext. 235, or Peter.Feldman@icfi.com, if you have any questions or comments, or would like to further discuss this request. Thank you.

Sincerely,

Peter Feldman
Environmental Planner

QUESTIONS REGARDING WATER SERVICE FOR THE LA STREET CIVIC BUILDING (PARKER CENTER) PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT

Please provide answers to the following questions in the spaces provided within three working days. Please electronically sign and date the questionnaire. If you have any questions please contact Peter Feldman at ICF International (213) 627-5376 x235 or peter.feldman@icfi.com).

1. Based on the description of the alternatives of the proposed project, can LADWP provide water service to the project site?

   Water service can be acquired from the following mains surrounding the project site:

   12-inch cast iron main in Los Angeles Street

   12-inch cast iron main in Temple Street

   12-inch cast iron main in Judge John Aiso Street

   16-inch cast iron main in 1st Street

   Recently, the Department of Water and Power – Water System (WS) has made recycled water systems available to several areas of the City. There are plans to expand this network.

   However, no recycled water is currently available in the project vicinity.

   The size and location of water mains within the proposed project, including recycled water, can be obtained from the substructure maps in the City vault or on NavigateLA on the City of Los Angeles website.

   Water Service Map No. 130-213 is also attached as a reference.

2. How does LADWP determine whether water service can be provided in the area? **Please refer to answer in Questions 3 and 5**

3. What is the capacity and size of the nearest water lines to the project that would serve the project? **Please refer to answer in Question 1**

   a. Would these water lines be adequate to transport enough water to the site to serve the demand that would be created by the project?

   The water pressure and water supply in the project area met the Los Angeles Department of Building and Safety (LADBS) and Los Angeles Fire Department (LAFD) at the time it was constructed. However, with implementation of the proposed project, upgrades to the existing water system may be required to meet the current LADBS and LAFD requirements.

To determine the residual pressure, applicant/owner must apply for a Service Advisory Request (SAR/Fire Flow Report). The applicant/owner must know what the fire demand is prior to applying for a SAR. Based on the fire service demand, existing water facilities may need to be upgraded.

b. What improvements, if any, would be required if the water lines are not adequate to transport enough water to serve the site?

The existing infrastructure's ability to accommodate the Project's demand for water service can best be determined on a case-by-case basis for a specific project. Normally, a specific project must meet applicable LADBS and LAFD requirements for on-site needs of domestic and private fire flow and off-site needs of public fire flow. Any water system upgrades that are necessary for a specific project will be determined based on the required fire and domestic demands and at the customer's expense.

4. What improvements, if any, near the project site would be required to serve the proposed project? **Please see response to Question 3b**

5. Considering existing and future plans for projects, does LADWP foresee any issues in providing water service to the project in conjunction with other projects that would likely be constructed?

Again, the answer to this question can be assessed by determining the residual pressure at the project site by running a hydraulic model. The applicant/owner must apply for a SAR.

The existing static water pressure surrounding the project area ranges from 60 to 80 pounds per square inch (psi).

Based on existing static pressures, there are no known problems/deficiencies in the project area and no Elevation Agreement recorded for that property.

6. Please provide a list of recommended conservation measures this project could implement.

Any impacts associated with the Project could be reduced if the most efficient water fixtures are used for all developments in the Project, inclusive of existing developments and facilities. Also, the use of recycled water for non-potable use wherever possible would reduce the demands on our potable water resources and further strengthen the reliability of our supply resources.

7. Please provide any additional information you feel would be pertinent.

Rule No. 2, Part 2-W, Section A, from "The Rules Governing Water and Electric

Service, Description of Water Service, Supply and Pressure" states the following:

"The Department will endeavor to render a dependable supply of potable water, from available sources, in quantities adequate to meet the reasonable needs of its customers. The delivery of such supply will be at the service connection.

Generally, the Department will maintain operating pressures at the service connection of not less than 25 pounds per square inch. Pressures may be lower at times of maximum demand or because of unusual elevations or other special conditions."

The WS engineering design standards require that,

- **Operating pressures within the distribution system be a minimum of 43 psi at the building pad during peak-hour demand, whenever possible.**
- **In instances where the operating pressure at the building pad is below 45 psi, oversize plumbing is required in accordance with the City of Los Angeles Plumbing Code.**
- **If any portion of a property has a calculated operating pressure below 35 psi, an Elevation Agreement will be required and recorded for that property.**
- **Pressure regulators are required on domestic service connections where the operating pressure is above 80 pounds per square inch at the building pad in accordance with the City of Los Angeles Plumbing Code.**

For more information, please consult the following link,

Water Services

City of Los Angeles
Department of Water and Power
Water Services
Water Distribution Business Unit
c/o Denise Gardiner — Central District Engineer, Civil Engineering Associate III — 9/13/12

Responding Party | Title | Date of Response

August 28, 2012

Commander and Assistant Commanding Officer
Los Angeles Police Department
Operations - Central Bureau, Room 163
100 W. 1st Street, Mail Stop 433
Los Angeles, CA 90012

RE: Los Angeles Street Civic Building Environmental Impact Report (EIR)

To Whom It May Concern,

ICF International is soliciting your input for the preparation of a Draft Environmental Impact Report (EIR) on the proposed Los Angeles Street Civic Building Project, formerly known as Parker Center. The purpose of this letter is to obtain a professional evaluation of the project with respect to police services and the ability of the Los Angeles Police Department (LAPD) to provide services to the project site. I have enclosed a brief questionnaire for your consideration that will help us appropriately evaluate service impacts of the project. Please address the numbered items on the attached questionnaire and return them to me by September 11, 2012. ICF International will use the information LAPD provides to determine the impacts of the project.

The proposed project is located in the northeastern portion of downtown within the City of Los Angeles at 150 N. Los Angeles Street. The project site is located in the block bounded by Temple Street to the north, Judge John Aiso Street to the east, 1st Street to the south, and Los Angeles Street to the west. The project would occupy the entire block except for the southwestern portion.

Following the completion of the new Police Headquarters Facility (PHF), a majority of Parker Center was permanently vacated and secured. Only a small portion of the facility is currently being used by the Police Department and the facility is expected to be fully vacated by the end of 2012. Due to the property's close proximity to City Hall, the City has identified an opportunity to improve services by re-activating this underutilized property. There are three potential alternatives that are under consideration for the Parker Center site:

Alternative B1: Rehabilitation and restoration of the existing Parker Center building. This alternative would include seismic improvements, conversion of portions of the building into City Department offices, commercial space, associated parking, and other improvements to bring the building up to City and State codes and standards.

Alternative B2: Partial demolition, renovation, and addition of space resulting in a 500,000 square-foot building and a parking garage containing approximately 328 parking spaces.

Alternative B3: Full demolition of the Parker Center building and construction of a new, 750,000 square-foot building. A parking garage containing approximately 1,173 parking spaces would be constructed.

Under each alternative City Department offices, parking facilities, a cafeteria, a childcare center and commercial space would be provided. The new or improved facility would support the City's sustainability initiatives by rehabilitating or constructing a building that meets the

City's Green Building Code

Please contact me at 213-627-5376 ext. 235, or Peter.Feldman@icfi.com, if you have any questions or comments, or would like to further discuss this request. Thank you.

Sincerely,

Peter Feldman
Environmental Planner

POLICE SERVICE EVALUATION QUESTIONS FOR
FOR THE LA STREET CIVIC BUILDING (PARKER CENTER) PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT

Please provide answers to the following questions in the spaces provided within three working days. Please electronically sign and date the questionnaire. If you have any questions please contact Peter Feldman at ICF International (213) 627-5376 x235 or peter.feldman@icfi.com).

Is the Police Headquarters Facility (on Main Street) the primary responding unit to the proposed project site area? Please provide a brief description of the resources available at the station (e.g., number of squad cars, personnel, etc.No. The Central Area Station at 6th Street and Wall Street is the primary responding Area to the proposed Project Site. There are over 250 officers and necessary response equipment at the facility. The Central Area also houses specialized response units, however those units may be relocated to an new site prior to the completion of this project.

1. Which station would be the secondary responding station in the event of an emergency at the proposed project site?
2. The Rampart Area (1401 West 6th Street) and Hollenbeck Area (2111 East 1st Street) are the secondary responding Areas.

3. Are there any plans to construct additional stations in the vicinity of the project? If yes, what is the timeline of these projects and where will they be located?

No.

4. Does the LAPD maintain a standard service radius for the primary responding station and the secondary responding station? What are those distances and are the existing stations within these distances?
   The LAPD's stations are distanced based on a number of factors including population density, calls for service, crime rates, etc. None of the proposed uses for this site would change the location of LAPD's stations or require the construction of additional facilities for response. Should this project increase the deployment needs for Central Area, the LAPD will assess those needs and make appropriate adjustments.

5. What is the estimated response time for service to the project site from both the primary and secondary responding stations? Is there any LAPD policy that outlines standard acceptable response time?
6. The LAPD's preferred response time is under seven (7) minutes. Police response units are generally mobile and do not respond from the Area Station, The Central Area facility

is approximately seven blocks from the project location and units responding from the site would be able to respond in less than seven (7) minutes.

7. In your estimation, would the construction or operation of the proposed project cause significant impacts to emergency response routes or affect emergency response times? If yes, what recommendations can you make to minimize these impacts?

8. The construction of the proposed project could affect response times to certain facilities such as City Hall East, the Federal Court House, the Federal Building on Los Angeles Street, and the Edward Roybal Federal Building on Temple Street. This impact could be minimized by concentrating layout and site access on Judge John Aiso Street at the rear of the project site. The addition of parking spaces and vehicle trips in to and out of the facility could have an impact on the traffic patterns in area, which could affect response times. Review of the traffic flow patterns and entry and exit routes and emergency vehicles responding with "lights and sirens" may mitigate this impact.

9. Please provide any additional information you feel would be pertinent to the environmental analysis of this project in relation to LAPD services.

The LAPD has a "Design out Crime" project review team which is available to review the project plans and provide information on design that will help mitigate crime and increase security features of the project.

Thom Brennan, Police Administrator	Commanding Officer Facilities Management Division	9/10/2012
Responding Party	Title	Date of Response

LOS ANGELES FIRE DEPARTMENT

October 29, 2012

ICF International
811 W. 7th St., Ste. 800
Los Angeles, CA 90017
Attn: Peter Feldman, Environmental Planner

SUBJECT: FIRE DEPARTMENT INFORMATION REPORT FOR THE 'LOS ANGELES STREET CIVIC BUILDING' PROJECT

Project Location: **150 N. Los Angeles St., Los Angeles, CA 90017**

The following comments are furnished in response to your August 28, 2012 information request for this Department to review the proposed development:

Response Distance, Apparatus and Personnel

1. and 2.: Response time relates directly to the physical linear travel distance (i.e., the number of miles between a fire station and a specific location) and the LAFD's ability to successfully navigate the given roadway network. Response times are measured from the time the dispatcher receives a call for service to the time the LAFD arrives at the site. Thus, roadway construction, intersection LOS, weather conditions and construction traffic along the response route can affect the response time. The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station	Address:	Miles to proposed site:
4	450 E. Temple St., Los Angeles, CA 90012 (Little Tokyo/Olvera Street/Chinatown)	0.44 miles
Fire Station 4 is staffed with 9 members at all times. There is 1 Captain, 1 Engineer and 2 Firefighters on the Assessment Engine. There are 2 Paramedic Firefighters on the Paramedic Rescue Ambulance. There is 1 Paramedic Captain. There are 2 Paramedic Firefighters on the BLS Rescue Ambulance.		
3	108 N. Fremont Ave., Los Angeles, CA 90012 (Civic Center / Bunker Hill)	0.83 miles
Fire Station 3 is staffed with 16 members at all times. 6 members are assigned to the Light Force (Truck and Engine) – one Captain II, one Engineer, one Apparatus Operator and three Firefighters. Four members are assigned to the Fire Engine – one Captain I, one Engineer and two Firefighters. Two members are assigned to the Paramedic Rescue Ambulance – two Firefighter-Paramedics. Two members are assigned to the Basic Life Support (BLS) Rescue Ambulance – two Firefighter-EMT-I's. Two members are assigned to the Division Command Team – one Assistant Chief & one Firefighter-Staff Assistant.		
9	430 E. 7th St., Los Angeles, CA 90014 (Central City)	0.98 miles
Fire Station 9 is staffed with 17 members at all times. 5 members are assigned to the Truck Company – one Captain II, one Apparatus Operator, and three Firefighters. Four members are assigned to a Fire Engine – one Captain I, one Engineer and two Firefighters. Four members are assigned to another Fire Engine – one Captain I, one Engineer and two Firefighters. Two members are assigned to the Paramedic Rescue Ambulance – two Firefighter-Paramedics. Two members are assigned to another Paramedic Rescue Ambulance – two Firefighter-Paramedics.		

The above distances were computed to: 150 N. Los Angeles St., Los Angeles, CA 90012

3. There are no plans to construct any additional stations in this area at this time.

4. Yes.
   The standard service radius is 1 mile from an engine, 1 ½ miles from a truck. The distance from the project site to each fire station meets the desired response distances. The existing staffing levels, equipment inventories, and fire station facility space is currently adequate. This project will not adversely impact the fire service or fire-flow.

5. Data from 2011 Statistics:
   Fire Station 3 average response time is 4 minutes, 52 seconds.
   Fire Station 4 average response time is 5 minutes, 3 seconds.
   Fire Station 9 average response time is 4 minutes, 27 seconds.

   The LAFD Policy regarding response times is: 5 minutes, 90% of the time.

6. A detailed review of the project will be performed when the proposed plot plan is submitted for Fire Department review. No adverse impacts are anticipated.

7. The Project Applicant shall submit building plans and plot plans to the LAFD to provide appropriate fire hazard management recommendations for inclusion by the City of Los Angeles Planning Department as Project conditions of approval.

Conclusion
Definitive plans and specifications shall be submitted to this Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.

The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General plan of the City of Los Angeles C.P.C. 19708.

The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

1. Increased staffing for existing facilities.
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

For additional information, please contact Inspector Terrence O'Connell of the Technical Section at (213) 482-6504.

Luke Milick, Captain
Technical Section
Bureau of Fire Prevention and Public Safety

LM:rab

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

NATURAL HISTORY MUSEUM
LOS ANGELES COUNTY

Vertebrate Paleontology Section
Telephone: (213) 763-3325
Fax: (213) 746-7431
e-mail: smcleod@nhm.org

18 September 2012

ICF International
811 West 7th Street, Suite 800
Los Angeles, CA 90017

Attn: Mark C. Robinson, Senior Archaeologist

re: Paleontological Resources for the proposed Los Angeles Street Civic Building (Parker Center) Project, in the City of Los Angeles, Los Angeles County, project area

Dear Mark:

I have conducted a thorough search of our Vertebrate Paleontology records for the proposed Los Angeles Street Civic Building (Parker Center) Project, in the City of Los Angeles, Los Angeles County, project area as outlined on the portion of the Los Angeles USGS topographic quadrangle map that you sent to me via e-mail on 8 August 2012. We do not have any vertebrate fossil localities that lie directly within the proposed project boundaries, but we do have localities nearby from the same sedimentary units that may occur as subsurface deposits in the proposed project area.

The entire proposed project area has surficial deposits that consist of younger Quaternary Alluvium, derived primarily as fluvial deposits from the Los Angeles River that flows just east of the proposed project area. These deposits typically do not contain significant vertebrate fossils, at least in the uppermost layers, and we have no vertebrate fossil localities nearby from the younger Quaternary Alluvium, but these deposits are quite shallow in the proposed project area. Immediately to the west of the proposed project area there are exposures of the marine Pliocene Fernando Formation. Just to the north there are exposures of the marine Yorba Member of the Puente Formation (also referred to as the Upper Modelo Formation in this area) and exposures of older Quaternary Alluvium. All these deposits may occur in the proposed project area at relatively shallow depth.

Our closest vertebrate fossil locality from the Fernando Formation is LACM 7730, due west of the proposed project area between 1st Street and 2nd Street east of Spring Street, that produced a suite of marine vertebrates collected within 10-15 feet of the surface including chimaeras, Chimaeriformes, stingray, *Dasyatis*, skate, *Raja*, cowsharks, Hexanchiformes, bull shark, *Carcharhinus leucas*, dusky shark, *Carcharhinus obscurus*, hammerhead shark, *Sphyrna*, white shark, *Carcharodon*, bonito shark, *Isurus oxyrinchus*, salmon shark, *Lamna ditropis*, herring, Clupeidae, wrasses, Labridae, hake, *Merluccius*, mackerel, *Scomber*, undetermined sea bird, Aves, rorqual whale, Balaenopteridae, and toothed whale, Odontoceti.

Our next closest vertebrate fossil locality from the Fernando Formation is LACM 4726, situated just south of due west of the proposed project area at the corner of 4th and Hill Streets, that produced fossil specimens of undetermined bony fish, Osteichthyes. Further west of locality LACM 4726, near the corner of 6th and Flower Streets, we have the vertebrate fossil locality LACM 6971 that produced fossil specimens of eagle ray, *Myliobatis*, white shark, *Carcharodon carcharias*, bonito shark, *Isurus oxyrinchus*, requiem shark, *Carcharhinus*, and sheepshead, *Semicossyphus*. Specimens from locality LACM 6971 were collected at a depth of 60 feet below street level, but the collecting depth for locality 4726 was unreported. Directly west of the proposed project area, near the corner of Wilshire Boulevard and Lucas Avenue, we have an additional Fernando Formation locality, LACM 3868, that produced fossil specimens of white shark, *Carcharodon sulcidens*, at unknown depth.

Our closest vertebrate fossils locality from the Puente Formation is LACM 5961, northwest of the proposed project area just north of the intersection of Hill Street and 1st Street, discovered during excavation for the Metrorail station at unknown depth, that produced a specimen of the fossil bristlemouth fish, *Cyclothone*. We have several other fossil vertebrate localities from the Puente, LACM 6198-6203 and 6254, west-northwest of the proposed project area discovered during excavations for the Metrorail Red Line around MacArthur Park along Wilshire Boulevard from near Alvarado Street westward to just past Vermont Avenue. These localities produced a suite of fossil marine vertebrates, mostly fish but also including one whale specimen (see appendix for list of fossil taxa from these localities).

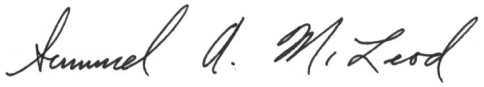
Our closest vertebrate fossil locality from older Quaternary Alluvium is LACM 3250, northwest of the proposed project area on the north side of the Hollywood Freeway (Highway 101) just east of Vermont Avenue near the intersection of Madison Avenue and Middlebury Street, that produced a specimen of fossil mammoth, *Mammuthus*, at a depth of only 8 feet below the surface. Further west of there on the west side of Western Avenue south of Beverly Boulevard, locality LACM 5845 produced a specimen of fossil mastodon, Mammutidae, in older Quaternary Alluvium at a depth of only 5-6 feet below the surface.

Surface grading or very shallow excavations in the younger Quaternary Alluvium exposed in the proposed project area probably will not encounter significant vertebrate fossils. Deeper excavations that extend down into older sedimentary deposits, however, may well

uncover significant vertebrate fossil remains and thus the paleontological sensitivity of the proposed project area is rated high, according to the paleontological mitigation standards of the Society of Vertebrate Paleontology. Any substantial excavations in the proposed project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Additionally, many specimens in the Puente Formation and the Fernando Formation are small and may not be detected in normal paleontological monitoring. We recommend that samples from these rock units be collected and analyzed to determine their fossil potential. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,



Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosures: appendix, invoice

Composite fossil fauna from Puente Formation localities LACM 6198-6203 and 6254 from Metrorail Red Line excavations around MacArthur Park

- Osteichthyes
  - Anguilliformes
  - Atheriniformes
    - Belonidae
  - Beryciformes
    - Anoplogasteridae
      - *Anoplogaster*
    - Melamphaeidae
      - *Scopelogadus*
  - Clupeiformes
    - Clupeidae
      - *Ganolytes cameo*
      - *Xyne grex*
  - Gadiformes
    - Gadidae
      - *Physiculus*
    - Macrouridae
    - Merlucciidae
      - *Merluccius*
    - Moridae
  - Lophiiformes
    - Linophrynidae
    - Oneirodidae
      - *Oneirodes*
  - Myctophiformes
    - Myctophidae
      - *Diaphus*
      - *Lampanyctus*
  - Perciformes
    - Carangidae
      - *Pseudoseriola*
    - Gempylidae
      - *Thyrsocles*
    - Sciaenidae
      - *Lompoquia*
    - Scombridae
      - *Sarda*
      - *Scomber*
    - Serranidae
    - Trichiuridae
- Osteichthyes
  - Pleuronectiformes
    - Citharidae
      - *Citharichthys*
    - Pleuronectidae
      - *Hippoglossus*
      - *Pleuronichthys*
  - Salmoniformes
    - Alepocephalidae
    - Argentinidae
    - Bathylagidae
      - *Bathylagus*
    - Opisthoproctidae
    - Searsiidae
  - Scorpaeniformes
    - Scorpaenidae
      - *Sebastes*
  - Stomiatiformes
    - Chauliodontidae
      - *Chauliodus eximius*
    - Gonostomidae
      - *Cyclothone*
    - Gonostomidae
      - *Vinciguerria*
    - Sternoptychidae
      - *Argyropelecus*
    - Stomiatidae
      - *Stomias*

- Mammalia
  - Cetacea

From: Long, Michelle
To: Robinson, Mark
Subject: RE: Los Angeles Civic Building/Old Parker Center Project
Date: Monday, August 27, 2012 10:23:45 PM

Attached is John Rosas's response to the Parker Center Project.

Shelly

From: Johntommy Rosas [tattnlaw@gmail.com]
Sent: Monday, August 27, 2012 16:50
To: Long, Michelle; Dave Singleton
Subject: Re: Los Angeles Civic Building/Old Parker Center Project

thanks

we need to know what the "project " actually is and what excavations might be planned

its obviously a highly documented sensitive area with our tribal cultural resources

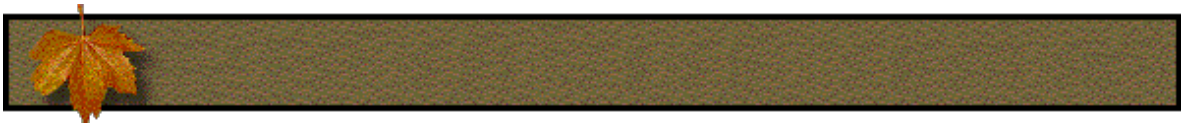
but since michal bever of your same corp icf missed so much documentation at balona "study" he did

I am suspicious that your corp isnt qualified to act for any govt to govt consultation

so please have the project s owners contact me

thanks jt

<Michelle.Long@icfi.com> wrote:



Mr. Rosas,

ICF International (ICF) is conducting archaeological research for the *Los Angeles Civic Building/Old Parker Center Project* located in the City of Los Angeles, California. As part of our research, ICF is contacting interested parties, including Native American groups and individuals, to help identify prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. ICF has contacted the Native American Heritage Commission (NAHC) for a review of the Sacred Lands Files and the NAHC recommended that we contact you. A copy of the Project Location Map is enclosed for your reference.

If you have any information that would be relevant to this Project, please contact me with a written response. Feel free to call or email me with any questions at (818) 326-6149/ MLong@icfi.com.

If you are not the designated representative for such consultation, please let me know.

Thank you,

Shelly Long, MA, RPA
Archaeologist

SHELLY LONG, MA, RPA | Archaeologist | (818) 326-6149, *Cell* | (818) 325-3139, *Office* | mlong@icfi.com | icfi.com
ICF INTERNATIONAL | 14724 Ventura Blvd, Suite 1001, Sherman Oaks, CA 91403
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Appendix F
Hazardous Materials Report

Parker Center
150 N Los Angeles Street
Los Angeles, CA 90012

Inquiry Number: 3390599.1s
August 17, 2012

The EDR Radius Map™ Report with GeoCheck®

EDR® Environmental Data Resources Inc

440 Wheelers Farms Road
Milford, CT 06461
Toll Free: 800.352.0050
www.edrnet.com

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GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
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Physical Setting Source Map	A-9
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Physical Setting Source Records Searched	A-66

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

150 N LOS ANGELES STREET
LOS ANGELES, CA 90012

COORDINATES

Latitude (North):	34.0519000 - 34° 3' 6.84''
Longitude (West):	118.2420000 - 118° 14' 31.20''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	385367.8
UTM Y (Meters):	3768411.8
Elevation:	282 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	34118-A2 LOS ANGELES, CA
Most Recent Revision:	1994
West Map:	34118-A3 HOLLYWOOD, CA
Most Recent Revision:	1994

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	2009, 2010
Source:	USDA

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
LAPD SCIENTIFIC INVESTIATION DIVI 555 RAMIREZ STREET LOS ANGELES, CA 90012	RCRA-LQG MANIFEST	CAD980673180
LOS ANGELES CITY/POLICE DEPT 150 N LOS ANGELES ST LOS ANGELES, CA 90012	HAZNET	N/A

EXECUTIVE SUMMARY

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

CERCLIS ---------- Comprehensive Environmental Response, Compensation, and Liability Information System
FEDERAL FACILITY ---------- Federal Facility Site Information listing

Federal CERCLIS NFRAP site List

CERC-NFRAP ---------- CERCLIS No Further Remedial Action Planned

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-CESQG ---------- RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

Federal ERNS list

ERNS ---------- Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE ---------- State Response Sites

EXECUTIVE SUMMARY

State and tribal landfill and/or solid waste disposal site lists

SWF/LF ---------- Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST ---------- Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

AST ---------- Aboveground Petroleum Storage Tank Facilities
INDIAN UST ---------- Underground Storage Tanks on Indian Land
FEMA UST ---------- Underground Storage Tank Listing

State and tribal voluntary cleanup sites

INDIAN VCP ---------- Voluntary Cleanup Priority Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

DEBRIS REGION 9 ---------- Torres Martinez Reservation Illegal Dump Site Locations
ODI ---------- Open Dump Inventory
HAULERS ---------- Registered Waste Tire Haulers Listing
INDIAN ODI ---------- Report on the Status of Open Dumps on Indian Lands

Local Lists of Hazardous waste / Contaminated Sites

US CDL ---------- Clandestine Drug Labs
HIST Cal-Sites ---------- Historical Calsites Database
SCH ---------- School Property Evaluation Program
Toxic Pits ---------- Toxic Pits Cleanup Act Sites
AOCONCERN ---------- San Gabriel Valley Areas of Concern
CDL ---------- Clandestine Drug Labs
US HIST CDL ---------- National Clandestine Laboratory Register

Local Land Records

LIENS 2 ---------- CERCLA Lien Information
LUCIS ---------- Land Use Control Information System
LIENS ---------- Environmental Liens Listing
DEED ---------- Deed Restriction Listing

Records of Emergency Release Reports

HMIRS ---------- Hazardous Materials Information Reporting System
CHMIRS ---------- California Hazardous Material Incident Report System
LDS ---------- Land Disposal Sites Listing
MCS ---------- Military Cleanup Sites Listing

Other Ascertainable Records

DOT OPS ---------- Incident and Accident Data

EXECUTIVE SUMMARY

DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
MINES	Mines Master Index File
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
SSTS	Section 7 Tracking Systems
ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
RADINFO	Radiation Information Database
FINDS	Facility Index System/Facility Registry System
RAATS	RCRA Administrative Action Tracking System
CA BOND EXP. PLAN	Bond Expenditure Plan
NPDES	NPDES Permits Listing
WDS	Waste Discharge System
UIC	UIC Listing
Cortese	"Cortese" Hazardous Waste & Substances Sites List
Notify 65	Proposition 65 Records
LA Co. Site Mitigation	Site Mitigation List
DRYCLEANERS	Cleaner Facilities
WIP	Well Investigation Program Case List
LOS ANGELES CO. HMS	HMS: Street Number List
ENF	Enforcement Action Listing
EMI	Emissions Inventory Data
INDIAN RESERV	Indian Reservations
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
PRP	Potentially Responsible Parties
2020 COR ACTION	2020 Corrective Action Program List
FINANCIAL ASSURANCE	Financial Assurance Information Listing
HWT	Registered Hazardous Waste Transporter Database
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
COAL ASH DOE	Sleam-Electric Plan Operation Data
MWMP	Medical Waste Management Program Listing
PCB TRANSFORMER	PCB Transformer Registration Database
PROC	Certified Processors Database

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 03/15/2012 has revealed that there are 4 RCRA-LQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CITY OF LOS ANGELES	***200 N MAIN STREET P2***	***NNW 0 - 1/8 (0.089 mi.)***	***E11***	***27***
LOS ANGELES CITY, BUR ST MAINT	200 N MAIN ST, RM 1500	NNW 0 - 1/8 (0.089 mi.)	E14	34
CITY HALL	200 NORTH SPRING STREET	NNW 1/8 - 1/4 (0.167 mi.)	I43	70

Lower Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL DISTRICT YARD - LOS AN	***433 TEMPLE STREET***	***ENE 1/8 - 1/4 (0.250 mi.)***	***V101***	***133***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/15/2012 has revealed that there are 17 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LA CITY HALL SOUTH	***111 E 1ST ST***	***WNW 0 - 1/8 (0.067 mi.)***	***C5***	***13***
CALTRANS EQUIPMENT SHOP	100 S MAIN ST	WNW 0 - 1/8 (0.079 mi.)	C8	24
LOS ANGELES CITY OF BUR SANITA	***200 N MAIN ST CHE RM 14***	***NNW 0 - 1/8 (0.089 mi.)***	***E13***	***32***
LA CITY REPAIR SHOPS	***800 CITY HALL E 200 N M***	***NW 0 - 1/8 (0.114 mi.)***	***21***	***43***
LA LOS ANGELES HALL	***201 N LOS ANGELES***	***NNE 1/8 - 1/4 (0.125 mi.)***	***F22***	***44***
TIMES MIRROR COMPANY	***202 WEST 1ST STREET***	***WNW 1/8 - 1/4 (0.161 mi.)***	***H35***	***53***
DEPT OF TRANSPORTATION	120 S SPRING ST	WNW 1/8 - 1/4 (0.162 mi.)	H40	62
PLANNING DEPT LA CITY OF	***200 N SPRING ST ROOM 10***	***NNW 1/8 - 1/4 (0.167 mi.)***	***I41***	***63***
LOS ANGELES TIMES - LOS ANGELE	***202 W. 1ST ST.***	***WNW 1/8 - 1/4 (0.174 mi.)***	***H47***	***74***
CALIFORNIA DEPT OF JUSTICE	***107 S BROADWAY RM 3131***	***WNW 1/8 - 1/4 (0.236 mi.)***	***R79***	***107***

Lower Elevation	Address	Direction / Distance	Map ID	Page
NEW OTANI HOTEL THE	***120 S LOS ANGELES ST***	***SSW 0 - 1/8 (0.096 mi.)***	***18***	***37***
HIKARI 1 HR PHOTO	***110 JAPANESE VILLAGE PL***	***SE 1/8 - 1/4 (0.225 mi.)***	***65***	***91***
NOBUYUKI WATANABE	***340 E 2ND ST. #400-A***	***SSE 1/8 - 1/4 (0.233 mi.)***	***73***	***98***
USVA OUTPATIENT CLINIC	***351 E TEMPLE***	***ESE 1/8 - 1/4 (0.236 mi.)***	***S80***	***109***
RICHARDS FRIENDLY SERVICE	***520 N ALAMEDA ST***	***ENE 1/8 - 1/4 (0.241 mi.)***	***V90***	***124***
EXXONMOBIL OIL CORPORATION NO	520 N. ALAMEDA ST	ENE 1/8 - 1/4 (0.241 mi.)	V91	126
USDOJ BP MDC LA	***535 N ALAMEDA***	***ENE 1/8 - 1/4 (0.241 mi.)***	***V93***	***129***

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes 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 (National Priorities List (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.

A review of the ENVIROSTOR list, as provided by EDR, and dated 06/13/2012 has revealed that there are 22 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SO CAL GAS/ALISO MGP, SECTOR A Status: Active	***KELLER ST., VIGNES ST.,***	***ENE 1/4 - 1/2 (0.488 mi.)***	***119***	***161***
CENTRAL LOS ANGELES HIGH SCHOO Status: No Further Action	***450 SOUTH GRAND VIEW ST***	***NNW 1/2 - 1 (0.555 mi.)***	***121***	***166***
MAGNUS COMPANY, INC Status: No Further Action	860 NORTH MAIN STREET	NNE 1/2 - 1 (0.706 mi.)	130	192
MOGUL CORPORATION Status: No Further Action	967 NORTH VIGNES STREET	NE 1/2 - 1 (0.727 mi.)	132	199
BANK OF AMERICA DATA CENTER Status: Refer: Other Agency	***1000 W TEMPLE ST***	***NW 1/2 - 1 (0.827 mi.)***	***141***	***213***
VISTA HERMOSA Status: Certified / Operation & Maintenance	***1101 W. 1ST STREET***	***NW 1/2 - 1 (0.860 mi.)***	***142***	***218***
FORMER CORNFIELD RAIL YARD Status: Certified	***1245 N SPRING ST***	***NNE 1/2 - 1 (0.872 mi.)***	***144***	***241***
BAUCHET ST SITE Status: Active	***490 BAUCHET ST***	***NE 1/2 - 1 (0.925 mi.)***	***146***	***249***

Lower Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES DIE CASTING Status: Refer: Other Agency	***340 CROCKER STREET.***	***S 1/4 - 1/2 (0.447 mi.)***	***113***	***152***
410 CENTER STREET-GREENWALD CO Status: Certified O&M - Land Use Restrictions Only	***410 CENTER STREET***	***E 1/2 - 1 (0.602 mi.)***	***124***	***171***
SO CAL GAS/ALISO MGP, SECTOR A Status: Active	***KELLER ST, VIGNES ST, A***	***ENE 1/2 - 1 (0.625 mi.)***	***AA125***	***177***
ALISO SECTOR A DENNY'S PARCEL Status: Certified / Operation & Maintenance	***530 RAMIREZ STREET***	***ENE 1/2 - 1 (0.625 mi.)***	***AA126***	***181***
LOS ANGELES CITY/DEPT OF TRANS Status: Active	***555 RAMIREZ AVE***	***ENE 1/2 - 1 (0.636 mi.)***	***AA128***	***183***
WEST SIXTH & BROADWAY PARTNERS Status: Refer: Other Agency	***314 W. SIXTH STREET***	***WSW 1/2 - 1 (0.695 mi.)***	***129***	***190***
PARK CENTRAL BUILDING Status: Refer: Other Agency	***412 W 6TH ST***	***WSW 1/2 - 1 (0.713 mi.)***	***131***	***193***
M & M HOLDING, LLC Status: Refer: Other Agency	629 S. HILL STREET #120	WSW 1/2 - 1 (0.742 mi.)	AB133	200

Lower Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES UNITED INVESTMENT Status: Refer: Other Agency	650 S. HILL STREET #101	WSW 1/2 - 1 (0.766 mi.)	AB135	205
UNITED BUILDING ASSOCIATES Status: Refer: Other Agency	707 S BROADWAY #411	SW 1/2 - 1 (0.807 mi.)	137	206
SANTA FE/MACY STREET Status: Certified O&M - Land Use Restrictions Only	***MACY STREET/ALISO ST/KE***	***E 1/2 - 1 (0.812 mi.)***	***138***	***207***
JEWELRY DESIGN CENTER Status: Refer: Other Agency	404 W. 7TH STREET #221	WSW 1/2 - 1 (0.825 mi.)	140	212
EAST LOS ANGELES HIGH SCHOOL N Status: Certified	***EAST 1ST STREET/NORTH M***	***ESE 1/2 - 1 (0.866 mi.)***	***143***	***234***
Not reported Status: Inactive - Needs Evaluation	***719 SO TOWNE***	***SSW 1/2 - 1 (0.923 mi.)***	***145***	***246***

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 06/14/2012 has revealed that there are 15 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TIMES MIRROR CORPORATION Status: Completed - Case Closed	***145 SPRING ST S***	***WNW 1/8 - 1/4 (0.174 mi.)***	***46***	***72***
LA CO HALL OF ADMINIST. Status: Completed - Case Closed	***500 TEMPLE ST W***	***NW 1/4 - 1/2 (0.337 mi.)***	***X104***	***138***
BRADBURY BUILDING Status: Completed - Case Closed	304 BROADWAY S.	WSW 1/4 - 1/2 (0.355 mi.)	106	141
TIMES MIRROR Status: Completed - Case Closed	***240 HILL ST S***	***W 1/4 - 1/2 (0.363 mi.)***	***108***	***145***
AUTO PARK 18 Status: Open - Remediation	***145 N GRAND AVE***	***NW 1/4 - 1/2 (0.473 mi.)***	***116***	***158***

Lower Elevation	Address	Direction / Distance	Map ID	Page
PARKER CENTER Status: Open - Site Assessment	151 JUDGE JOHN AISO	ESE 0 - 1/8 (0.112 mi.)	19	40
LOS ANGELES TIMES Status: Completed - Case Closed	***214 002ND ST E***	***SSW 1/8 - 1/4 (0.134 mi.)***	***26***	***48***
UNION BANK OF CALIFORNIA Status: Completed - Case Closed	120 SAN PEDRO STREET, S	SSE 1/8 - 1/4 (0.138 mi.)	G30	51
RELATED/LL BLOCK 8 LLC Status: Completed - Case Closed	***235 SAN PEDRO***	***S 1/8 - 1/4 (0.225 mi.)***	***O66***	***93***
VETERANS AFFAIRS OUTPATIENT CL Status: Completed - Case Closed	***351 TEMPLE ST E***	***ESE 1/8 - 1/4 (0.235 mi.)***	***S76***	***101***
MOBIL #11-HDH Status: Completed - Case Closed Status: Completed - Case Closed	***520 ALAMEDA ST N***	***ENE 1/8 - 1/4 (0.240 mi.)***	***V85***	***114***

Lower Elevation	Address	Direction / Distance	Map ID	Page
MOBIL #18-HDH	520 ALAMEDA ST N	ENE 1/8 - 1/4 (0.240 mi.)	V86	119
MANGROVE ESTATE, B.V.	***617 001ST ST E***	***SE 1/4 - 1/2 (0.361 mi.)***	***107***	***143***
Status: Completed - Case Closed				
PBR REALTY LLC	***531 COMMERCIAL ST***	***E 1/4 - 1/2 (0.459 mi.)***	***114***	***155***
TWIN SPRINGS LLC	433 SPRING STREET, SOUT	WSW 1/4 - 1/2 (0.468 mi.)	115	157
Status: Completed - Case Closed				

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 06/14/2012 has revealed that there are 7 SLIC sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
GSA/FEDERAL BLDG	***255 EAST TEMPLE***	***NNE 1/8 - 1/4 (0.126 mi.)***	***F23***	***46***
Facility Status: Completed - Case Closed				
METRO RAIL	UNION STATION	NE 1/4 - 1/2 (0.405 mi.)	111	148
Facility Status: Open				
CATHEDRAL CHURCH	555 TEMPLE	NNW 1/4 - 1/2 (0.479 mi.)	Z117	160
CATHEDRAL OF OUR LADY OF THE A	555 W. TEMPLE STREET	NNW 1/4 - 1/2 (0.482 mi.)	Z118	160
Facility Status: Open				

Lower Elevation	Address	Direction / Distance	Map ID	Page
CALTRANS - COMMERCIAL STREET P	501 E. COMMERCIAL STREE	ENE 1/4 - 1/2 (0.382 mi.)	Y109	147
Facility Status: Open - Site Assessment				
S & P COMMERCIAL PROPERTY	***501 COMMERCIAL***	***ENE 1/4 - 1/2 (0.384 mi.)***	***Y110***	***148***
PBR REALTY LLC	***531 COMMERCIAL ST***	***E 1/4 - 1/2 (0.459 mi.)***	***114***	***155***
Facility Status: Open - Verification Monitoring				

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 07/19/2012 has revealed that there are 13 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES CITY HALL - SOUTH	***111 E 1ST ST***	***WNW 0 - 1/8 (0.067 mi.)***	***C6***	***21***
LOS ANGELES CITY HALL EAST	200 N MAIN ST	NNW 0 - 1/8 (0.089 mi.)	E12	32
STATE OF CALIFORNIA	***120 S SPRING ST***	***WNW 1/8 - 1/4 (0.162 mi.)***	***H37***	***55***
LOS ANGELES CITY HALL	***200 N SPRING ST***	***NNW 1/8 - 1/4 (0.167 mi.)***	***I42***	***65***
THE LOS ANGELES TIMES	214 W 2ND ST	W 1/8 - 1/4 (0.216 mi.)	M57	84
US FEDERAL COURTHOUSE	312 N SPRING ST	N 1/8 - 1/4 (0.220 mi.)	N61	88
AUTO PARK 10	145 N BROADWAY	NW 1/8 - 1/4 (0.239 mi.)	T82	112

Lower Elevation	Address	Direction / Distance	Map ID	Page
EAST WEST DEVELOPMENT CORP.	123 ONIZUKA ST	S 0 - 1/8 (0.096 mi.)	17	37

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNION BANK	***120 S SAN PEDRO ST***	***SSE 1/8 - 1/4 (0.138 mi.)***	***G29***	***50***
PARKER CENTER	151 S SAN PEDRO ST	S 1/8 - 1/4 (0.168 mi.)	J44	71
MOBIL SERVICE STATION HDH	520 N ALAMEDA ST	ENE 1/8 - 1/4 (0.241 mi.)	V89	124
METROPOLITAN DETENTION CENTER	***535 N ALAMEDA ST***	***ENE 1/8 - 1/4 (0.241 mi.)***	***V92***	***128***
JAPANESE AMERICAN NATIONALMUSE	100 N CENTRAL AVE	SE 1/8 - 1/4 (0.248 mi.)	100	133

State and tribal voluntary cleanup sites

VCP: Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

A review of the VCP list, as provided by EDR, and dated 06/13/2012 has revealed that there is 1 VCP site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SO CAL GAS/ALISO MGP, SECTOR A	***KELLER ST., VIGNES ST.,***	***ENE 1/4 - 1/2 (0.488 mi.)***	***119***	***161***

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: The EPA's listing of Brownfields properties from the Cleanups in My Community program, which provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

A review of the US BROWNFIELDS list, as provided by EDR, and dated 06/27/2011 has revealed that there is 1 US BROWNFIELDS site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ADELANTE EASTSIDE	100 BROADWAY S	WNW 1/8 - 1/4 (0.235 mi.)	R75	100

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there is 1 WMUDS/SWAT site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES CITY-TUJUNGA & SHE	500' E TUJUNGA, 500' N	NW 1/4 - 1/2 (0.337 mi.)	X105	140

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 06/11/2012 has revealed that there is 1 SWRCY site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
WEST COAST RECYCLING	521 E 4TH ST	S 1/4 - 1/2 (0.489 mi.)	120	166

Local Lists of Registered Storage Tanks

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 17 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LA CITY HALL SOUTH	***111 E 1ST ST***	***WNW 0 - 1/8 (0.067 mi.)***	***C5***	***13***
PARKER CENTER	***151 N SAN PEDRO***	***E 0 - 1/8 (0.085 mi.)***	***D9***	***26***
THE TIMES MIRROR COMPANY	202 W 1ST ST	WNW 1/8 - 1/4 (0.161 mi.)	H34	53
LOS ANGELES CITY HALL	***200 N SPRING ST***	***NNW 1/8 - 1/4 (0.167 mi.)***	***I42***	***65***
FEDERAL BUILDING	***300 N LOS ANGELES ST***	***NE 1/8 - 1/4 (0.199 mi.)***	***L55***	***81***
COUNTY OF L.A.	***210 W TEMPLE ST***	***NNW 1/8 - 1/4 (0.218 mi.)***	***N59***	***85***
GENERAL SERVICES ADMINISTRATIO	***312 N SPRING ST***	***N 1/8 - 1/4 (0.220 mi.)***	***N62***	***88***
LOS ANGELES STATE OFFICE BUILD	***107 S BROADWAY***	***WNW 1/8 - 1/4 (0.236 mi.)***	***R78***	***104***
PHASE II MALL ARCHIVES	***145 N BROADWAY***	***NW 1/8 - 1/4 (0.239 mi.)***	***T83***	***112***
LOS ANGELES TIMES	***130 S BROADWAY***	***WNW 1/8 - 1/4 (0.239 mi.)***	***U84***	***114***
TRANSAMERICA OCCIDENTAL	***150 S BROADWAY***	***WNW 1/8 - 1/4 (0.245 mi.)***	***U98***	***132***

Lower Elevation	Address	Direction / Distance	Map ID	Page
CALIFORNIA FIRST BANK	120 S SAN PEDRO ST	SSE 1/8 - 1/4 (0.138 mi.)	G28	50
SUNSHINE HOTEL	***328 E 1ST ST***	***SE 1/8 - 1/4 (0.178 mi.)***	***48***	***77***
DEPT OF PUBLIC WORKS	***145 N CENTRAL AVE***	***SE 1/8 - 1/4 (0.228 mi.)***	***P67***	***95***
VETERANS ADMINISTRATION	***461 N ALAMEDA ST***	***E 1/8 - 1/4 (0.228 mi.)***	***Q68***	***95***
POLICE REPAIR SHOP	***135 N CENTRAL AVE***	***SE 1/8 - 1/4 (0.233 mi.)***	***P72***	***97***
ALAMEDA MOBIL SERVICE INC	***520 N ALAMEDA ST***	***ENE 1/8 - 1/4 (0.241 mi.)***	***V87***	***120***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 13 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LA CITY HALL SOUTH	***111 E 1ST ST***	***WNW 0 - 1/8 (0.067 mi.)***	***C5***	***13***
CITY OF LOS ANGELES	***200 N MAIN STREET P2***	***NNW 0 - 1/8 (0.089 mi.)***	***E11***	***27***
SUB SHOP 03	120 S SPRING ST	WNW 1/8 - 1/4 (0.162 mi.)	H36	55
07 DIST OFFICE	***120 S SPRING ST***	***WNW 1/8 - 1/4 (0.162 mi.)***	***H38***	***56***
LOS ANGELES CITY HALL	***200 N SPRING ST***	***NNW 1/8 - 1/4 (0.167 mi.)***	***I42***	***65***
FEDERAL BUILDING	300 N LOS ANGELES ST	NE 1/8 - 1/4 (0.199 mi.)	L54	80
CRIMINAL COURTS BLDG.	210 W TEMPLE ST	NNW 1/8 - 1/4 (0.218 mi.)	N58	85
U.S. COURTHOUSE	312 N SPRING ST	N 1/8 - 1/4 (0.220 mi.)	N63	90
LOS ANGELES STATE OFFICE BUILD	107 S BROADWAY STE 1007	WNW 1/8 - 1/4 (0.236 mi.)	R77	104

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PHASE II MALL ARCHIVES	145 N BROADWAY	NW 1/8 - 1/4 (0.239 mi.)	T81	112

Lower Elevation	Address	Direction / Distance	Map ID	Page
L.A. POLICE DEPT.	151 S SAN PEDRO ST	S 1/8 - 1/4 (0.168 mi.)	J45	71
RICHARD KAKU	520 N ALAMEDA ST	ENE 1/8 - 1/4 (0.241 mi.)	V88	123
RICHARDS FRIENDLY SERVICE	***520 N ALAMEDA ST***	***ENE 1/8 - 1/4 (0.241 mi.)***	***V90***	***124***

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 19 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES CITY HALL - SOUTH	***111 E 1ST ST***	***WNW 0 - 1/8 (0.067 mi.)***	***C6***	***21***
PARKER CENTER	***151 N SAN PEDRO***	***E 0 - 1/8 (0.085 mi.)***	***D9***	***26***
LOS ANGELES CITY HALL EAST/HEA	200 N MAIN ST	NNW 0 - 1/8 (0.089 mi.)	E15	35
STATE OF CALIFORNIA	***120 S SPRING ST***	***WNW 1/8 - 1/4 (0.162 mi.)***	***H37***	***55***
LOS ANGELES CITY HALL	***200 N SPRING ST***	***NNW 1/8 - 1/4 (0.167 mi.)***	***I42***	***65***
FEDERAL BUILDING	***300 N LOS ANGELES ST***	***NE 1/8 - 1/4 (0.199 mi.)***	***L55***	***81***
THE TIMES MIRROR COMPANY	214 W 2ND ST	W 1/8 - 1/4 (0.216 mi.)	M56	84
COUNTY OF L.A.	***210 W TEMPLE ST***	***NNW 1/8 - 1/4 (0.218 mi.)***	***N59***	***85***
GENERAL SERVICES ADMINISTRATIO	***312 N SPRING ST***	***N 1/8 - 1/4 (0.220 mi.)***	***N62***	***88***
LOS ANGELES STATE OFFICE BUILD	***107 S BROADWAY***	***WNW 1/8 - 1/4 (0.236 mi.)***	***R78***	***104***
PHASE II MALL ARCHIVES	***145 N BROADWAY***	***NW 1/8 - 1/4 (0.239 mi.)***	***T83***	***112***
LOS ANGELES TIMES	***130 S BROADWAY***	***WNW 1/8 - 1/4 (0.239 mi.)***	***U84***	***114***
TRANSAMERICA OCCIDENTAL	***150 S BROADWAY***	***WNW 1/8 - 1/4 (0.245 mi.)***	***U98***	***132***

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNION BANK	***120 S SAN PEDRO ST***	***SSE 1/8 - 1/4 (0.138 mi.)***	***G29***	***50***
SUNSHINE HOTEL	***328 E 1ST ST***	***SE 1/8 - 1/4 (0.178 mi.)***	***48***	***77***
DEPT OF PUBLIC WORKS	***145 N CENTRAL AVE***	***SE 1/8 - 1/4 (0.228 mi.)***	***P67***	***95***
VETERANS ADMINISTRATION	***461 N ALAMEDA ST***	***E 1/8 - 1/4 (0.228 mi.)***	***Q68***	***95***
POLICE REPAIR SHOP	***135 N CENTRAL AVE***	***SE 1/8 - 1/4 (0.233 mi.)***	***P72***	***97***
ALAMEDA MOBIL SERVICE INC	***520 N ALAMEDA ST***	***ENE 1/8 - 1/4 (0.241 mi.)***	***V87***	***120***

Other Ascertainable Records

RCRA-NonGen: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA-NonGen list, as provided by EDR, and dated 03/15/2012 has revealed that there

are 2 RCRA-NonGen sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CALTRANS DISTRICT 7	***120 S SPRING ST***	***WNW 1/8 - 1/4 (0.162 mi.)***	***H39***	***59***
LOS ANGELES COUNTY HALL OF JUS	***211 W TEMPLE***	***N 1/8 - 1/4 (0.219 mi.)***	***N60***	***86***

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 12 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PARKER CENTER	151 SAN PEDRO	E 0 - 1/8 (0.085 mi.)	D10	27
TIMES MIRROR CORPORATION	***145 SPRING ST S***	***WNW 1/8 - 1/4 (0.174 mi.)***	***46***	***72***
FACILITY 10723-2	301 BROADWAY	N 1/4 - 1/2 (0.308 mi.)	102	138
76 PRODUCTS STATION #1099	200 HILL	NW 1/4 - 1/2 (0.316 mi.)	X103	138
LA CO HALL OF ADMINIST.	***500 TEMPLE ST W***	***NW 1/4 - 1/2 (0.337 mi.)***	***X104***	***138***
TIMES MIRROR	***240 HILL ST S***	***W 1/4 - 1/2 (0.363 mi.)***	***108***	***145***

Lower Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES TIMES	***214 002ND ST E***	***SSW 1/8 - 1/4 (0.134 mi.)***	***26***	***48***
VETERANS AFFAIRS OUTPATIENT CL	***351 TEMPLE ST E***	***ESE 1/8 - 1/4 (0.235 mi.)***	***S76***	***101***
MOBIL #11-HDH	***520 ALAMEDA ST N***	***ENE 1/8 - 1/4 (0.240 mi.)***	***V85***	***114***
MANGROVE ESTATE, B.V.	***617 001ST ST E***	***SE 1/4 - 1/2 (0.361 mi.)***	***107***	***143***
S & P COMMERCIAL PROPERTY	***501 COMMERCIAL***	***ENE 1/4 - 1/2 (0.384 mi.)***	***Y110***	***148***
METRO RAIL CONSTRUCTION PROJ	***425 MAIN ST***	***SW 1/4 - 1/2 (0.437 mi.)***	***112***	***149***

HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the HWP list, as provided by EDR, and dated 05/31/2012 has revealed that there is 1 HWP site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNIQUE PREMIUM METALS INC	***640 S HILL ST***	***WSW 1/2 - 1 (0.755 mi.)***	***AB134***	***201***

EDR PROPRIETARY RECORDS

EDR Proprietary Records

Manufactured Gas Plants: The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and

non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

A review of the Manufactured Gas Plants list, as provided by EDR, has revealed that there are 5 Manufactured Gas Plants sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SO CAL GAS/ALISO D MGP	CESAR CHAVEZ AND LYONS	ENE 1/2 - 1 (0.792 mi.)	136	206
SO CAL GAS/ALISO E MGP	490 BAUCHET STREET AND	NE 1/2 - 1 (0.822 mi.)	139	212
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
SO CAL GAS/ALISO C MGP	CENTER ST @ COMMERCIAL,	E 1/2 - 1 (0.556 mi.)	122	171
SO CAL GAS/ALISO A MGP	KELLER ST., VIGNES ST.,	ENE 1/2 - 1 (0.582 mi.)	123	171
SO CAL GAS/ALISO B MGP	555 RAMIREZ STREET	ENE 1/2 - 1 (0.636 mi.)	AA127	183

EDR Historical Auto Stations: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.

A review of the EDR Historical Auto Stations list, as provided by EDR, has revealed that there are 12 EDR Historical Auto Stations sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CRESPO EASLEY	170 N LOS ANGELES ST	NNE 0 - 1/8 (0.091 mi.)	16	37
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
HIGGINS ESTATE	136 S LOS ANGELES ST	SW 0 - 1/8 (0.072 mi.)	7	24
GLINN C W	118 S SAN PEDRO ST	SSE 1/8 - 1/4 (0.136 mi.)	G27	50
KOHAMA JACK	124 N SAN PEDRO ST	SSE 1/8 - 1/4 (0.142 mi.)	G32	52
MIYAKO T	128 S SAN PEDRO ST	SSE 1/8 - 1/4 (0.147 mi.)	G33	52
NAGAMINE MAGOKICHI	205 S SAN PEDRO ST	S 1/8 - 1/4 (0.185 mi.)	J49	78
NAKASUYI R S	211 N SAN PEDRO ST	S 1/8 - 1/4 (0.194 mi.)	K51	79
FUJIOKA F J	231 N SAN PEDRO ST	S 1/8 - 1/4 (0.222 mi.)	O64	91
ELIAS BROS	451 N ALAMEDA ST	E 1/8 - 1/4 (0.228 mi.)	Q69	96
KONIOA P M	403 N ALAMEDA ST	E 1/8 - 1/4 (0.228 mi.)	Q70	97
FORUIOHI S	401 N ALAMEDA ST	E 1/8 - 1/4 (0.228 mi.)	Q71	97
GLINN C W	245 S SAN PEDRO ST	S 1/8 - 1/4 (0.247 mi.)	O99	132

EDR Historical Cleaners: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc.

A review of the EDR Historical Cleaners list, as provided by EDR, has revealed that there are 14 EDR Historical Cleaners sites within approximately 0.25 miles of the target property.

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
COVITZ SPITZ	149 S MAIN ST	W 0 - 1/8 (0.114 mi.)	20	43
NEEDLEMAN LOUIS	125 N BROADWAY	NW 1/8 - 1/4 (0.234 mi.)	74	99
GEE LUNG CO	209 ALISO ST	NE 1/8 - 1/4 (0.243 mi.)	W94	131
YICK L	213 ALISO ST	NE 1/8 - 1/4 (0.243 mi.)	W95	131
YICK SAM	217 ALISO ST	NE 1/8 - 1/4 (0.244 mi.)	W96	131
HOP YUN	219 ALISO ST	NE 1/8 - 1/4 (0.244 mi.)	W97	131

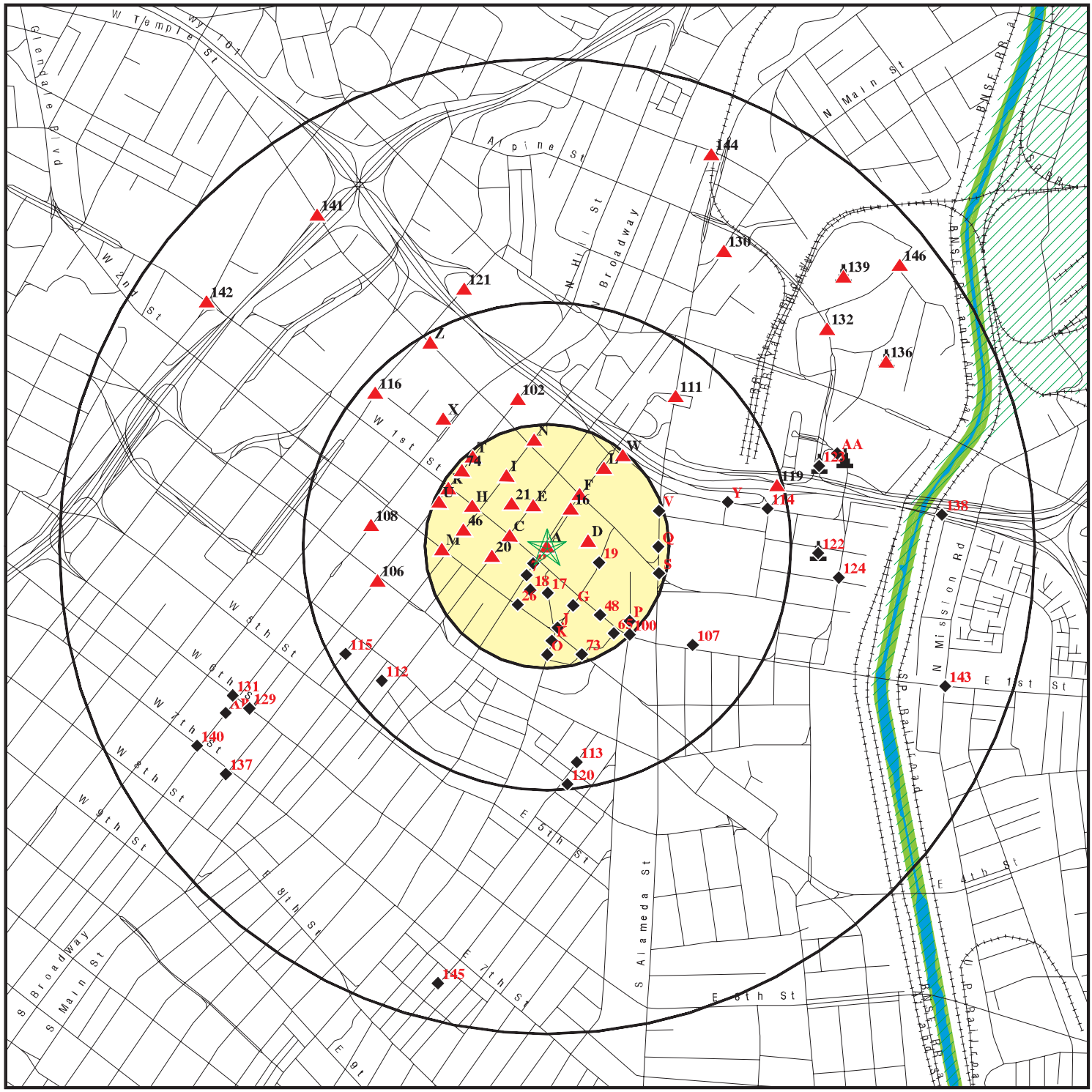
Lower Elevation	Address	Direction / Distance	Map ID	Page
WONG CHONG	111 S LOS ANGELES ST	SW 0 - 1/8 (0.045 mi.)	B3	12
CRISPO JUAN	113 S LOS ANGELES ST	SW 0 - 1/8 (0.047 mi.)	B4	13
SAKOYA T	113 S SAN PEDRO ST	SSE 1/8 - 1/4 (0.133 mi.)	G24	47
BEAUTY DYE WORKS	116 N SAN PEDRO ST	SSE 1/8 - 1/4 (0.134 mi.)	G25	47
KANAMOTO M	122 N SAN PEDRO ST	SSE 1/8 - 1/4 (0.141 mi.)	G31	52
SAKAMOTO H T	206 N SAN PEDRO ST	S 1/8 - 1/4 (0.188 mi.)	J50	78
YEN W S	212 S SAN PEDRO ST	S 1/8 - 1/4 (0.196 mi.)	K52	79
YEN W S	215 S SAN PEDRO ST	S 1/8 - 1/4 (0.198 mi.)	K53	79

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 20 records.

Site Name	Database(s)
W-H TANK LINES INC	FINDS,SLIC REGION 2,HWP,HAZNET,RCRA-NLR
WHITE MEMORIAL MEDICAL CENTER	FTTS
WHITE MEMORIAL MEDICAL CENTER	HIST FTTS INSP
CISCO GROVE STATION	FID,SWEEPS UST
LA PUMPING PLANT #92	CERCLIS,FINDS,RCRA-SQG
BARON MFG	CERCLIS-NFRAP
PUREX CORP TURCO PRODS	CERCLIS-NFRAP
G & L LEASE	SLIC REGION 2,HIST UST
CISCO GROVE STATION	HIST UST
NAIM FAHEL	HIST UST
SULPHUR CREST	HIST UST AST AST AST
METRO LINES-SEGMENTS 2B & 3	WMUDS/SWAT
LITTLE TOKEO SHOPPING CENTER	HAZNET
CALTRANS	RCRA-SQG,FINDS
CERTAINTEED CORP	RCRA-SQG,FINDS
USC CONSOLIDATED FREIGHTWAYS SITE	RCRA-SQG
ROYBAL LEARNING CENTER	RCRA-LQG

OVERVIEW MAP - 3390599.1s



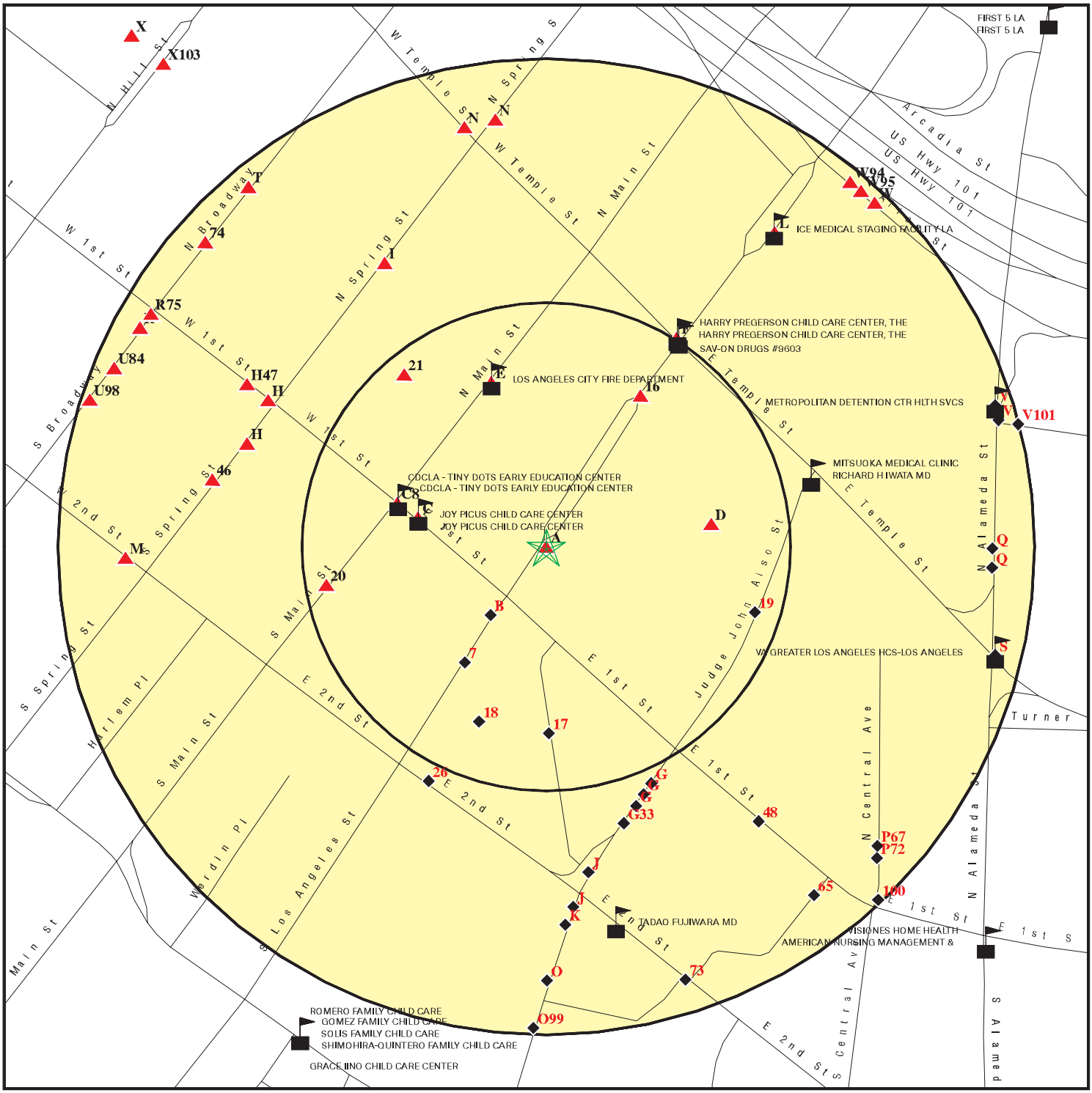
- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Oil & Gas pipelines from USGS
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Parker Center ADDRESS: 150 N Los Angeles Street Los Angeles CA 90012 LAT/LONG: 34.0519 / 118.242	CLIENT: ICF International CONTACT: Rusty Whisman INQUIRY #: 3390599.1s DATE: August 17, 2012 10:24 am

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DETAIL MAP - 3390599.1s



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Oil & Gas pipelines from USGS
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Parker Center	CLIENT: ICF International
ADDRESS: 150 N Los Angeles Street Los Angeles CA 90012	CONTACT: Rusty Whisman
LAT/LONG: 34.0519 / 118.242	INQUIRY #: 3390599.1s DATE: August 17, 2012 10:26 am

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	TP		NR	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
CERCLIS	0.500		0	0	0	NR	NR	0
FEDERAL FACILITY	1.000		0	0	0	0	NR	0
Federal CERCLIS NFRAP site List								
CERC-NFRAP	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250	1	2	2	NR	NR	NR	5
RCRA-SQG	0.250		5	12	NR	NR	NR	17
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	0	2	20	NR	22
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		1	7	7	NR	NR	15
SLIC	0.500		0	1	6	NR	NR	7

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
UST	0.250		3	10	NR	NR	NR	13
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
FEMA UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	1	NR	NR	1
INDIAN VCP	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	1	0	NR	NR	1
Local Lists of Landfill / Solid Waste Disposal Sites								
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
WMUDS/SWAT	0.500		0	0	1	NR	NR	1
SWRCY	0.500		0	0	1	NR	NR	1
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
AOCONCERN	1.000		0	0	0	0	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
US HIST CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
CA FID UST	0.250		2	15	NR	NR	NR	17
HIST UST	0.250		2	11	NR	NR	NR	13
SWEEPS UST	0.250		3	16	NR	NR	NR	19
Local Land Records								
LIENS 2	TP		NR	NR	NR	NR	NR	0
LUCIS	0.500		0	0	0	NR	NR	0
LIENS	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA-NonGen	0.250		0	2	NR	NR	NR	2
DOT OPS	TP		NR	NR	NR	NR	NR	0
DOD	1.000		0	0	0	0	NR	0
FUDS	1.000		0	0	0	0	NR	0
CONSENT	1.000		0	0	0	0	NR	0
ROD	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
Cortese	0.500		0	0	0	NR	NR	0
HIST CORTESE	0.500		1	4	7	NR	NR	12
Notify 65	1.000		0	0	0	0	NR	0
LA Co. Site Mitigation	TP		NR	NR	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
LOS ANGELES CO. HMS	TP		NR	NR	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
HAZNET	TP	1	NR	NR	NR	NR	NR	1
EMI	TP		NR	NR	NR	NR	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
FINANCIAL ASSURANCE	TP		NR	NR	NR	NR	NR	0
HWP	1.000		0	0	0	1	NR	1
HWT	0.250		0	0	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
EDR PROPRIETARY RECORDS								
EDR Proprietary Records								
Manufactured Gas Plants	1.000		0	0	0	5	NR	5
EDR Historical Auto Stations	0.250		2	10	NR	NR	NR	12
EDR Historical Cleaners	0.250		3	11	NR	NR	NR	14

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **LAPD SCIENTIFIC INVESTIATION DIVISION - C. ERWIN PIPER TECHN** **RCRA-LQG** **1008194394**
Target **555 RAMIREZ STREET** **MANIFEST** **CAD980673180**
Property **LOS ANGELES, CA 90012**

Site 1 of 2 in cluster A

Actual:
282 ft.

RCRA-LQG:

Date form received by agency:	06/20/2008
Facility name:	LAPD SCIENTIFIC INVESTIATION DIVISION - C. ERWIN PIPER TECHNICAL CENTER
Facility address:	555 RAMIREZ STREET SPACE SCIENTIFIC INVESTIGATION LOS ANGELES, CA 90012
EPA ID:	CAD980673180
Contact:	JOSEPH HOURIGAN
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(323) 415-8100
Contact email:	E8337@LAPD.LACITY.ORG
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	CITY OF LOS ANGELES
Owner/operator address:	111 E. FIRST STREET, RM #600 LOS ANGELES, CA 90012
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	01/01/1979
Owner/Op end date:	Not reported
Owner/operator name:	LOS ANGELES POLICE DEPARTMENT
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Municipal
Owner/Operator Type:	Operator
Owner/Op start date:	01/01/1979
Owner/Op end date:	Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No

LAPD SCIENTIFIC INVESTIATION DIVISION - C. ERWIN PIPER TECHN (Continued) **1008194394**

Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 03/28/2006
Facility name: LAPD SCIENTIFIC INVESTIATION DIVISION - C. ERWIN PIPER TECHNICAL CENTER
Site name: C. ERWIN PIPER TECHNICAL CENTER-LAPD
Classification: Small Quantity Generator

Date form received by agency: 03/28/2006
Facility name: LAPD SCIENTIFIC INVESTIATION DIVISION - C. ERWIN PIPER TECHNICAL CENTER
Site name: C. ERWIN PIPER TECHNICAL CENTER-LAPD
Classification: Large Quantity Generator

Date form received by agency: 03/17/2004
Facility name: LAPD SCIENTIFIC INVESTIATION DIVISION - C. ERWIN PIPER TECHNICAL CENTER
Site name: C. ERWIN PIPER TECHNICAL CENTER
Classification: Small Quantity Generator

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D007
Waste name: CHROMIUM

LAPD SCIENTIFIC INVESTIATION DIVISION - C. ERWIN PIPER TECHN (Continued) **1008194394**

Waste code: D009
Waste name: MERCURY

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

NY MANIFEST:
EPA ID: CAD980673180
Country: USA
Mailing Name: LOS ANGELES POLICE DAPRTMENT
Mailing Contact: LOS ANGELES POLICE DAPRTMENT
Mailing Address: 150 NORTH ANGELES STREET
Mailing Address 2: Not reported
Mailing City: LOS ANGELES
Mailing State: CA
Mailing Zip: 90031
Mailing Zip4: Not reported
Mailing Country: USA
Mailing Phone: 213-485-2535

Document ID: NYA6091236
Manifest Status: Completed after the designated time period for a TSDF to get a copy to the DEC
Trans1 State ID: XK2266
Trans2 State ID: X17593
Generator Ship Date: 870417
Trans1 Recv Date: 870417
Trans2 Recv Date: 870417
TSD Site Recv Date: 870429
Part A Recv Date: 870528
Part B Recv Date: 870506
Generator EPA ID: CAD980673180
Trans1 EPA ID: NYD980769947
Trans2 EPA ID: Not reported
TSDF ID: NYD000632372
Waste Code: D003 - NON-LISTED REACTIVE WASTES
Quantity: 00077
Units: P - Pounds

LAPD SCIENTIFIC INVESTIATION DIVISION - C. ERWIN PIPER TECHN (Continued) **1008194394**

Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	T Chemical, physical, or biological treatment.
Specific Gravity:	100
Year:	87

A2 **LOS ANGELES CITY/POLICE DEPT** **HAZNET** **S100939144**
Target **150 N LOS ANGELES ST** **N/A**
Property **LOS ANGELES, CA 90012**

Site 2 of 2 in cluster A

Actual: 282 ft.

HAZNET:

Year:	2009
Gepaid:	CAC002642135
Contact:	ALAN JACQUEZ
Telephone:	9097722634
Mailing Name:	Not reported
Mailing Address:	PO BOX 3880
Mailing City,St,Zip:	FONTANA, CA 92334
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.5445
Facility County:	Los Angeles

Year:	2009
Gepaid:	CAD980673180
Contact:	JOSEPH HOURIGAN
Telephone:	3234158113
Mailing Name:	Not reported
Mailing Address:	1800 PASEO RANCHO CASTILLA
Mailing City,St,Zip:	LOS ANGELES, CA 900324210
Gen County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Waste Category:	Laboratory waste chemicals
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.4276
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAD980673180
Contact:	JOSEPH HOURIGAN
Telephone:	3234158113
Mailing Name:	Not reported
Mailing Address:	1800 PASEO RANCHO CASTILLA
Mailing City,St,Zip:	LOS ANGELES, CA 900324210
Gen County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Waste Category:	Laboratory waste chemicals
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

LOS ANGELES CITY/POLICE DEPT (Continued) **S100939144**

Tons:	0.264
Facility County:	Los Angeles
Year:	2008
Gepaid:	CAD980673180
Contact:	JOSEPH HOURIGAN
Telephone:	3234158113
Mailing Name:	Not reported
Mailing Address:	1800 PASEO RANCHO CASTILLA
Mailing City,St,Zip:	LOS ANGELES, CA 900324210
Gen County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Waste Category:	Unspecified solvent mixture
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.08
Facility County:	Los Angeles
Year:	2008
Gepaid:	CAD980673180
Contact:	JOSEPH HOURIGAN
Telephone:	3234158113
Mailing Name:	Not reported
Mailing Address:	1800 PASEO RANCHO CASTILLA
Mailing City,St,Zip:	LOS ANGELES, CA 900324210
Gen County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
90 additional CA_HAZNET: record(s) in the EDR Site Report.

B3 **WONG CHONG** **EDR Historical Cleaners** **1009190128**
SW **111 S LOS ANGELES ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.045 mi.
238 ft. **Site 1 of 2 in cluster B**

Relative:
Lower

Actual:
281 ft.

EDR Historical Cleaners:

Name:	WONG CHONG
Year:	1933
Type:	LAUNDRIES CHINESE

B4
SW
< 1/8
0.047 mi.
248 ft.

CRISPO JUAN
113 S LOS ANGELES ST
LOS ANGELES, CA

Site 2 of 2 in cluster B

EDR Historical Cleaners | **1009190442** | **N/A**

Relative:
Lower

Actual:
281 ft.

EDR Historical Cleaners:

Name:	CRISPO JUAN
Year:	1933
Type:	CLOTHES PRESSERS AND CLEANERS

C5
WNW
< 1/8
0.067 mi.
355 ft.

LA CITY HALL SOUTH
111 E 1ST ST
LOS ANGELES, CA 90012

Site 1 of 3 in cluster C

RCRA-SQG | **1000172455**
FINDS | **CAD981963291**
CA FID UST
HIST UST
HAZNET
EMI

Relative:
Higher

Actual:
287 ft.

RCRA-SQG:

Date form received by agency:	03/09/1987
Facility name:	LA CITY HALL SOUTH
Facility address:	111 E 1ST ST LOS ANGELES, CA 90012
EPA ID:	CAD981963291
Mailing address:	200 N MAIN RM EIGHTH HUNDRED C LOS ANGELES, CA 90012
Contact:	ENVIRONMENTAL MANAGER
Contact address:	111 E FIRST ST LOS ANGELES, CA 90012
Contact country:	US
Contact telephone:	(213) 485-7527
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CITY OF LA
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported

LA CITY HALL SOUTH (Continued) **1000172455**

Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002756875

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CA FID UST:
Facility ID: 19003996
Regulated By: UTNKA
Regulated ID: 00047107
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134852357
Mail To: Not reported
Mailing Address: 200 N MAIN ST-ROOM
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported

LA CITY HALL SOUTH (Continued) **1000172455**

NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HIST UST:
Region: STATE
Facility ID: 00000047107
Facility Type: Other
Other Type: CITY GOVERNMENT
Total Tanks: 0003
Contact Name: DAVER FERM
Telephone: 2134852357
Owner Name: LOS ANGELES CITY
Owner Address: 200 N. MAIN ST
Owner City,St,Zip: LOS ANGELES, CA 90012

Tank Num: 001
Container Num: #1
Year Installed: 1953
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: #2
Year Installed: 1953
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: #3
Year Installed: 1953
Tank Capacity: 00000500
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

HAZNET:
Year: 2005
Gepaid: CAD981963291
Contact: LEE MOORE, MGMT ANALYST II
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Waste Category: Asbestos containing waste

LA CITY HALL SOUTH (Continued) **1000172455**

Disposal Method: Disposal, Land Fill
Tons: 2.1
Facility County: Not reported

Year: 2004
Gepaid: CAD981963291
Contact: LEE MOORE, MGMT ANALYST II
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 2.1
Facility County: Not reported

Year: 2003
Gepaid: CAD981963291
Contact: SHARI KUROKI MGMT ANALYST
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 0.08
Facility County: Los Angeles

Year: 2003
Gepaid: CAD981963291
Contact: SHARI KUROKI MGMT ANALYST
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 0.25
Facility County: Los Angeles

Year: 2001
Gepaid: CAD981963291
Contact: SHARI KUROKI MGMT ANALYST
Telephone: 2134737748
Mailing Name: Not reported
Mailing Address: 419 S SPRING ST 12TH FLOOR
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Los Angeles

LA CITY HALL SOUTH (Continued) **1000172455**

TSD EPA ID: Not reported
TSD County: Los Angeles
Waste Category: Unspecified organic liquid mixture
Disposal Method: Not reported
Tons: 0.33
Facility County: Not reported

Click this hyperlink while viewing on your computer to access
14 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	4922
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	8
SOX - Oxides of Sulphur Tons/Yr:	6
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1

LA CITY HALL SOUTH (Continued) **1000172455**

NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1999

LA CITY HALL SOUTH (Continued) **1000172455**

County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD

LA CITY HALL SOUTH (Continued) **1000172455**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.37855
Reactive Organic Gases Tons/Yr:	0.16
Carbon Monoxide Emissions Tons/Yr:	2.4133
NOX - Oxides of Nitrogen Tons/Yr:	2.921
SOX - Oxides of Sulphur Tons/Yr:	0.018123
Particulate Matter Tons/Yr:	0.22135
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.22

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	9131
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.4205149519012823437
Reactive Organic Gases Tons/Yr:	.182
Carbon Monoxide Emissions Tons/Yr:	2.66
NOX - Oxides of Nitrogen Tons/Yr:	3.254

LA CITY HALL SOUTH (Continued) **1000172455**

SOX - Oxides of Sulphur Tons/Yr:	.021
Particulate Matter Tons/Yr:	.246
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.246
Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	9131
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.4205149519012823437
Reactive Organic Gases Tons/Yr:	.182
Carbon Monoxide Emissions Tons/Yr:	2.66
NOX - Oxides of Nitrogen Tons/Yr:	3.254
SOX - Oxides of Sulphur Tons/Yr:	.021
Particulate Matter Tons/Yr:	.246
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.246
Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	12319
Air District Name:	SC
SIC Code:	9311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.3794155033843282612
Reactive Organic Gases Tons/Yr:	.160375
Carbon Monoxide Emissions Tons/Yr:	2.46102
NOX - Oxides of Nitrogen Tons/Yr:	2.93469
SOX - Oxides of Sulphur Tons/Yr:	.010071
Particulate Matter Tons/Yr:	.220335
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.220335

C6 **LOS ANGELES CITY HALL - SOUTH** **UST** **U003780763**
WNW **111 E 1ST ST** **SWEEPS UST** **N/A**
< 1/8 **LOS ANGELES, CA 90012** **HAZNET**
0.067 mi.
355 ft. **Site 2 of 3 in cluster C**

Relative:
Higher

Actual:
287 ft.

UST:

Facility ID:	24315
Latitude:	34.05206
Longitude:	-118.24314

SWEEPS UST:

Status:	A
Comp Number:	2458
Number:	4
Board Of Equalization:	Not reported
Ref Date:	09-14-93
Act Date:	04-18-94
Created Date:	02-29-88

LOS ANGELES CITY HALL - SOUTH (Continued) **U003780763**

Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002458-000001
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: 3

Status: A
Comp Number: 2458
Number: 4
Board Of Equalization: Not reported
Ref Date: 09-14-93
Act Date: 04-18-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002458-000002
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

Status: A
Comp Number: 2458
Number: 4
Board Of Equalization: Not reported
Ref Date: 09-14-93
Act Date: 04-18-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002458-000003
Actv Date: 04-20-88
Capacity: 500
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

HAZNET:
Year: 2011
Gepaid: CAD981963291
Contact: H.E. MAXWELL, MGMT. ANALYST
Telephone: 2139783791
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: UTD981552177
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel

LOS ANGELES CITY HALL - SOUTH (Continued) **U003780763**

Tons: 0.295
Facility County: Los Angeles

Year: 2011
Gepaid: CAD981963291
Contact: H.E. MAXWELL, MGMT. ANALYST
Telephone: 2139783791
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: UTD981552177
TSD County: Not reported
Waste Category: Polychlorinated biphenyls and material containing PCBs
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 1.3224
Facility County: Los Angeles

Year: 2011
Gepaid: CAD981963291
Contact: H.E. MAXWELL, MGMT. ANALYST
Telephone: 2139783791
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: CAD980675276
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.01
Facility County: Los Angeles

Year: 2011
Gepaid: CAD981963291
Contact: H.E. MAXWELL, MGMT. ANALYST
Telephone: 2139783791
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: UTD981552177
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.0625
Facility County: Los Angeles

Year: 2011
Gepaid: CAD981963291
Contact: H.E. MAXWELL, MGMT. ANALYST
Telephone: 2139783791
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported

LOS ANGELES CITY HALL - SOUTH (Continued) **U003780763**

TSD EPA ID: UTD981552177
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 1.3
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

7
SW
< 1/8
0.072 mi.
382 ft.

HIGGINS ESTATE **EDR Historical Auto Stations** **1009081547**
136 S LOS ANGELES ST **N/A**
LOS ANGELES, CA

Relative:
Lower

Actual:
280 ft.

EDR Historical Auto Stations:
Name: HIGGINS ESTATE
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

C8
WNW
< 1/8
0.079 mi.
419 ft.

CALTRANS EQUIPMENT SHOP **RCRA-SQG** **1009216546**
100 S MAIN ST **CAR000169334**
LOS ANGELES, CA 90012
Site 3 of 3 in cluster C

Relative:
Higher

Actual:
288 ft.

RCRA-SQG:
Date form received by agency: 12/08/2005
Facility name: CALTRANS EQUIPMENT SHOP
Facility address: 100 S MAIN ST
LOS ANGELES, CA 90012
EPA ID: CAR000169334
Mailing address: 5421 VINELAND AVE
N HOLLYWOOD, CA 91601 2728
Contact: JAY R KIMBALL
Contact address: 5421 VINELAND AVE
N HOLLYWOOD, CA 91601 2728
Contact country: US
Contact telephone: 213-620-2669
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: DEPARTMENT OF TRANSPORTATION
Owner/operator address: 1120 N ST
SACRAMENTO, CA 95814
Owner/operator country: US
Owner/operator telephone: Not reported

CALTRANS EQUIPMENT SHOP (Continued) **1009216546**

Legal status: State
Owner/Operator Type: Owner
Owner/Op start date: 01/01/2004
Owner/Op end date: Not reported

Owner/operator name: GILBERT MOTA
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: State
Owner/Operator Type: Operator
Owner/Op start date: 12/01/2005
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D006
Waste name: CADMIUM

Waste code: D008
Waste name: LEAD

CALTRANS EQUIPMENT SHOP (Continued) **1009216546**

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

D9 **PARKER CENTER** **CA FID UST S101583298**
East **151 N SAN PEDRO** **SWEEPS UST N/A**
< 1/8 **LOS ANGELES, CA 90012**
0.085 mi.
450 ft. **Site 1 of 2 in cluster D**

Relative:
Higher

Actual:
285 ft.

CA FID UST:
Facility ID: 19003298
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134855846
Mail To: Not reported
Mailing Address: 200 N MAIN ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: A
Comp Number: 6135
Number: 4
Board Of Equalization: Not reported
Ref Date: 03-05-93
Act Date: 03-05-93
Created Date: 02-29-88
Tank Status: Not reported
Owner Tank Id: Not reported

PARKER CENTER (Continued) **S101583298**

Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

D10 **PARKER CENTER** **HIST CORTESE** **S101297231**
East **151 SAN PEDRO** **N/A**
< 1/8 **LOS ANGELES, CA 90012**
0.085 mi.
450 ft. **Site 2 of 2 in cluster D**

Relative:
Higher

Actual:
285 ft.

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900120352

E11 **CITY OF LOS ANGELES** **RCRA-LQG** **1000172456**
NNW **200 N MAIN STREET P2** **FINDS** **CAD981963358**
< 1/8 **LOS ANGELES, CA 90012** **HIST UST**
0.089 mi. **HAZNET**
469 ft. **Site 1 of 5 in cluster E**

Relative:
Higher

Actual:
298 ft.

RCRA-LQG:

Date form received by agency:	06/22/2008
Facility name:	CITY HALL EAST
Facility address:	200 N. MAIN STREET LOS ANGELES, CA 90012
EPA ID:	CAD981963358
Mailing address:	111 E. FIRST STREET ROOM 600 LOS ANGELES, CA 90012
Contact:	HELGA MAXWELL
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(213) 978-3791
Contact email:	HELGA.MAXWELL@LACITY.ORG
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

CITY OF LOS ANGELES (Continued) **1000172456**

Owner/Operator Summary:
Owner/operator name: CITY OF LOS ANGELES
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: 01/01/1957
Owner/Op end date: Not reported

Owner/operator name: CITY OF LOS ANGELES
Owner/operator address: 111 E. FIRST STREET, ROOM 600
LOS ANGELES, CA 90012
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: 01/01/1957
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/15/2006
Facility name: CITY HALL EAST
Classification: Large Quantity Generator

Date form received by agency: 02/15/2006
Facility name: CITY HALL EAST
Classification: Small Quantity Generator

Date form received by agency: 02/26/2004
Facility name: CITY HALL EAST
Classification: Large Quantity Generator

Date form received by agency: 03/29/2002
Facility name: CITY HALL EAST
Site name: CITY OF LOS ANGELES
Classification: Large Quantity Generator

CITY OF LOS ANGELES (Continued) **1000172456**

Date form received by agency: 09/01/1996
Facility name: CITY HALL EAST
Site name: LA CITY HALL EAST
Classification: Large Quantity Generator

Date form received by agency: 03/09/1987
Facility name: CITY HALL EAST
Site name: LA CITY HALL EAST
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D039
Waste name: TETRACHLOROETHYLENE

Violation Status: No violations found

FINDS:

Registry ID: 110002756900

Environmental Interest/Information System

NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

HIST UST:
Region: STATE
Facility ID: 00000047106
Facility Type: Other
Other Type: GOVERNMENT
Total Tanks: 0006
Contact Name: DAVE FERM
Telephone: 2134852357
Owner Name: LOS ANGELES CITY
Owner Address: 200 N. MAIN ST
Owner City,St,Zip: LOS ANGELES, CA 90012

Tank Num: 001
Container Num: #1
Year Installed: 1973

CITY OF LOS ANGELES (Continued) **1000172456**

Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: #2
Year Installed: 1973
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: #3
Year Installed: 1973
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: #4
Year Installed: 1973
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 005
Container Num: #5
Year Installed: 1973
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 006
Container Num: #6
Year Installed: 1973
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

HAZNET:
Year: 2002
Gepaid: CAD981963358
Contact: ADRIA WILLIAMS, MGMT. ANALYST
Telephone: 2134856108
Mailing Name: Not reported

CITY OF LOS ANGELES (Continued) **1000172456**

Mailing Address: 140 N AVE 19
Mailing City,St,Zip: LOS ANGELES, CA 900310000
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 3.12
Facility County: Not reported

Year: 2002
Gepaid: CAD981963358
Contact: ADRIA WILLIAMS, MGMT. ANALYST
Telephone: 2134856108
Mailing Name: Not reported
Mailing Address: 140 N AVE 19
Mailing City,St,Zip: LOS ANGELES, CA 900310000
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: Los Angeles
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 3.36
Facility County: Not reported

Year: 2002
Gepaid: CAD981963358
Contact: ADRIA WILLIAMS, MGMT. ANALYST
Telephone: 2134856108
Mailing Name: Not reported
Mailing Address: 140 N AVE 19
Mailing City,St,Zip: LOS ANGELES, CA 900310000
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: Los Angeles
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: 0.05
Facility County: Not reported

Year: 2002
Gepaid: CAD981963358
Contact: ADRIA WILLIAMS, MGMT. ANALYST
Telephone: 2134856108
Mailing Name: Not reported
Mailing Address: 140 N AVE 19
Mailing City,St,Zip: LOS ANGELES, CA 900310000
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: Fresno
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Treatment, Tank
Tons: 0.05
Facility County: Not reported

Year: 2002
Gepaid: CAD981963358

CITY OF LOS ANGELES (Continued) **1000172456**

Contact:	ADRIA WILLIAMS, MGMT. ANALYST
Telephone:	2134856108
Mailing Name:	Not reported
Mailing Address:	140 N AVE 19
Mailing City,St,Zip:	LOS ANGELES, CA 900310000
Gen County:	Los Angeles
TSD EPA ID:	Not reported
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	8.33
Facility County:	Not reported

Click this hyperlink while viewing on your computer to access
89 additional CA_HAZNET: record(s) in the EDR Site Report.

E12 **LOS ANGELES CITY HALL EAST** **UST** **U003780777**
NNW **200 N MAIN ST** **N/A**
< 1/8 **LOS ANGELES, CA 90012**
0.089 mi.
469 ft. **Site 2 of 5 in cluster E**

Relative:
Higher

Actual:
298 ft.

UST:

Facility ID:	24333
Latitude:	34.05316
Longitude:	-118.24249

E13 **LOS ANGELES CITY OF BUR SANITATION** **RCRA-SQG** **1000102048**
NNW **200 N MAIN ST CHE RM 1410** **FINDS** **CAD107729972**
< 1/8 **LOS ANGELES, CA 90012**
0.089 mi.
469 ft. **Site 3 of 5 in cluster E**

Relative:
Higher

Actual:
298 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	LOS ANGELES CITY OF BUR SANITATION
Facility address:	200 N MAIN ST CHE RM 1410 LOS ANGELES, CA 90012
EPA ID:	CAD107729972
Mailing address:	N MAIN ST CHE RM 1410 LOS ANGELES, CA 90012
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

LOS ANGELES CITY OF BUR SANITATION (Continued) **1000102048**

Owner/Operator Summary:
Owner/operator name: CITY OF LOS ANGELES
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002667132

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

E14
NNW
< 1/8
0.089 mi.
469 ft.

LOS ANGELES CITY, BUR ST MAINT
200 N MAIN ST, RM 1500 CHE
LOS ANGELES, CA 90012

Site 4 of 5 in cluster E

RCRA-LQG | **1007199189** | **CAD981375207**

Relative:
Higher

Actual:
298 ft.

RCRA-LQG:

Date form received by agency:	03/16/1990
Facility name:	LOS ANGELES CITY, BUR ST MAINT
Facility address:	200 N MAIN ST, RM 1500 CHE LOS ANGELES, CA 90012
EPA ID:	CAD981375207
Contact:	BERTHA S JACKSON
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(213) 485-5630
Contact email:	Not reported
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

E15
NNW
< 1/8
0.089 mi.
469 ft.

LOS ANGELES CITY HALL EAST/HEADQUARTERS
200 N MAIN ST
LOS ANGELES, CA 90012

Site 5 of 5 in cluster E

SWEEPS UST **S106928812**
N/A

Relative:
Higher

Actual:
298 ft.

SWEEPS UST:

Status:	A
Comp Number:	2457
Number:	4
Board Of Equalization:	Not reported
Ref Date:	03-10-93
Act Date:	04-05-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002457-000001
Actv Date:	10-05-92
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	6

Status:	A
Comp Number:	2457
Number:	4
Board Of Equalization:	Not reported
Ref Date:	03-10-93
Act Date:	04-05-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002457-000002
Actv Date:	10-05-92
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	A
Comp Number:	2457
Number:	4
Board Of Equalization:	Not reported
Ref Date:	03-10-93
Act Date:	04-05-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002457-000003
Actv Date:	10-05-92
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	A

LOS ANGELES CITY HALL EAST/HEADQUARTERS (Continued) **S106928812**

Comp Number:	2457
Number:	4
Board Of Equalization:	Not reported
Ref Date:	03-10-93
Act Date:	04-05-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002457-000004
Actv Date:	10-05-92
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	A
Comp Number:	2457
Number:	4
Board Of Equalization:	Not reported
Ref Date:	03-10-93
Act Date:	04-05-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002457-000005
Actv Date:	10-05-92
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	A
Comp Number:	2457
Number:	4
Board Of Equalization:	Not reported
Ref Date:	03-10-93
Act Date:	04-05-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002457-000006
Actv Date:	10-05-92
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

16
NNE
< 1/8
0.091 mi.
482 ft.

CRESPO EASLEY
170 N LOS ANGELES ST
LOS ANGELES, CA

EDR Historical Auto Stations

1009079896
N/A

Relative:
Higher

Actual:
286 ft.

EDR Historical Auto Stations:

Name:	CRESPO EASLEY
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	CRESPO MANUEL
Year:	1942
Type:	GASOLINE AND OIL SERVICE STATIONS

17
South
< 1/8
0.096 mi.
505 ft.

EAST WEST DEVELOPMENT CORP.
123 ONIZUKA ST
LOS ANGELES, CA 90012

UST

U003781703
N/A

Relative:
Lower

Actual:
278 ft.

UST:

Facility ID:	25479
Latitude:	34.05046
Longitude:	-118.24198

18
SSW
< 1/8
0.096 mi.
506 ft.

NEW OTANI HOTEL THE
120 S LOS ANGELES ST
LOS ANGELES, CA 90012

RCRA-SQG
FINDS
HAZNET

1000126950
CAD981649387

Relative:
Lower

Actual:
278 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	NEW OTANI HOTEL THE
Facility address:	120 S LOS ANGELES ST LOS ANGELES, CA 90012
EPA ID:	CAD981649387
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ELLIOTT HARKIN
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212

NEW OTANI HOTEL THE (Continued) **1000126950**

Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/09/1987
Facility name: NEW OTANI HOTEL THE
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002736914

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:
Year: 1998
Gepaid: CAC001405576
Contact: NEW OTANI HOTEL & GARDEN

NEW OTANI HOTEL THE (Continued) **1000126950**

Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	120 SO LOS ANGELES ST
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	7.2975
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAD981649387
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	120 S LOS ANGELES ST
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Waste Category:	Other empty containers 30 gallons or more
Disposal Method:	Recycler
Tons:	.0050
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAC001109008
Contact:	EAST WEST DEVELOPMENT CORP
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	120 S LOS ANGELES ST
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Waste Category:	Waste oil and mixed oil
Disposal Method:	Transfer Station
Tons:	.2085
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAD981649387
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	120 S LOS ANGELES ST
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD008302903
TSD County:	Los Angeles
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Transfer Station
Tons:	.1042
Facility County:	Los Angeles

NEW OTANI HOTEL THE (Continued) **1000126950**

Year:	1996
Gepaid:	CAC001109008
Contact:	EAST WEST DEVELOPMENT CORP
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	120 S LOS ANGELES ST
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Waste Category:	Other organic solids
Disposal Method:	Recycler
Tons:	.0075
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

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19 **PARKER CENTER** **LUST** **S106116238**
ESE **151 JUDGE JOHN AISO** **N/A**
< 1/8 **LOS ANGELES, CA 90012**
0.112 mi.
591 ft.

Relative:
Lower

Actual:
281 ft.

LUST:

Region:	STATE
Global Id:	T0603700531
Latitude:	34.0496911
Longitude:	-118.241266
Case Type:	LUST Cleanup Site
Status:	Open - Site Assessment
Status Date:	07/02/1990
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MT
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900120352
LOC Case Number:	2220
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id:	T0603700531
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Global Id:	T0603700531
Contact Type:	Regional Board Caseworker
Contact Name:	MARYAM TAIDY
Organization Name:	LOS ANGELES RWQCB (REGION 4)

PARKER CENTER (Continued) **S106116238**

Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: mtaidy@waterboards.ca.gov
Phone Number: 2135766741

LUST:
Global Id: T0603700531
Action Type: RESPONSE
Date: 08/12/2010
Action: Request for Closure

Global Id: T0603700531
Action Type: ENFORCEMENT
Date: 12/23/2003
Action: Staff Letter

Global Id: T0603700531
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700531
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700531
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603700531
Action Type: RESPONSE
Date: 10/05/2009
Action: Well Destruction Report

Global Id: T0603700531
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700531
Action Type: RESPONSE
Date: 04/03/2012
Action: Site Assessment Report

Global Id: T0603700531
Action Type: ENFORCEMENT
Date: 09/16/2008
Action: Notice to Comply

Global Id: T0603700531
Action Type: RESPONSE
Date: 02/20/2004
Action: Other Report / Document

PARKER CENTER (Continued) **S106116238**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900120352	
Status:	Preliminary site assessment underway	
Substance:	Diesel	
Substance Quantity:	Not reported	
Local Case No:	2220	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700531	
W Global ID:	W0605100582	
Staff:	JW	
Local Agency:	19050	
Cross Street:	001ST ST	
Enforcement Type:	SEL	
Date Leak Discovered:	6/22/1990	
Date Leak First Reported:		7/2/1990
Date Leak Record Entered:	12/12/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		5/16/1996
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Test	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	DEPT. OF GEN'L SVC	
Water System:	YMCA CAMP OF LOS ANGELES 2	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2716.685196696684812962783701 6
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		7/2/1990
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		.005
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	<	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	MR. RENE VILLA-AGUSTIN	
RP Address:	419 S. SPRING ST., 12TH FL.	
Program:	LUST	
Lat/Long:	34.0496911 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

PARKER CENTER (Continued) **S106116238**

Assigned Name: 2600582-001GEN
Summary: REFER TO LA CITY FD. FOR SITE ADDRESS

20
West
< 1/8
0.114 mi.
603 ft.

COVITZ SPITZ
149 S MAIN ST
LOS ANGELES, CA

EDR Historical Cleaners **1009187365**
N/A

Relative:
Higher

Actual:
287 ft.

EDR Historical Cleaners:
Name: COVITZ SPITZ
Year: 1924
Type: CLOTHES CLEANERS PRESSERS AND DYERS

21
NW
< 1/8
0.114 mi.
604 ft.

LA CITY REPAIR SHOPS
800 CITY HALL E 200 N MAIN ST
LOS ANGELES, CA 90012

RCRA-SQG **1000172450**
FINDS **CAD981614407**

Relative:
Higher

Actual:
303 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: LA CITY REPAIR SHOPS
Facility address: 800 CITY HALL E 200 N MAIN ST
LOS ANGELES, CA 90012
EPA ID: CAD981614407
Mailing address: CITY HALL E 200 N MAIN ST
LOS ANGELES, CA 90012
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CITY OF LOS ANGELES
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999

LA CITY REPAIR SHOPS (Continued) **1000172450**

Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002724179

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

F22 **LA LOS ANGELES HALL** **RCRA-SQG 1000290912**
NNE **201 N LOS ANGELES** **FINDS CAD981962756**
1/8-1/4 **LOS ANGELES, CA 90012**
0.125 mi.
662 ft. **Site 1 of 2 in cluster F**

Relative:
Higher

Actual:
285 ft.

RCRA-SQG:
Date form received by agency: 03/09/1987
Facility name: LA LOS ANGELES HALL
Facility address: 201 N LOS ANGELES
LOS ANGELES, CA 90012
EPA ID: CAD981962756
Mailing address: 200 N MAIN RM EIGHTH HUNDRED C
LOS ANGELES, CA 90012
Contact: ENVIRONMENTAL MANAGER
Contact address: 201 N LOS ANGELES
LOS ANGELES, CA 90012
Contact country: US
Contact telephone: (213) 485-7527

LA LOS ANGELES HALL (Continued) **1000290912**

Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CITY OF LA
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002756633

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport,

LA LOS ANGELES HALL (Continued) **1000290912**

and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

F23 **GSA/FEDERAL BLDG** **SLIC S103966817**
NNE **255 EAST TEMPLE** **HAZNET N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.126 mi.
667 ft. **Site 2 of 2 in cluster F**

Relative:
Higher

Actual:
286 ft.

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	06/16/1965
Global Id:	SLT4305856
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.055744
Longitude:	-118.242775
Case Type:	Cleanup Program Site
Case Worker:	TA
Local Agency:	Not reported
RB Case Number:	0097
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

HAZNET:

Year:	2002
Gepaid:	CAL000035580
Contact:	DAVID GRIFFIN
Telephone:	2138940047
Mailing Name:	Not reported
Mailing Address:	300 N LOS ANGELES ST STE 3124
Mailing City,St,Zip:	LOS ANGELES, CA 900123335
Gen County:	Los Angeles
TSD EPA ID:	Not reported
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Treatment, Tank
Tons:	Not reported
Facility County:	Not reported

Year:	2002
Gepaid:	CAL000035580
Contact:	DAVID GRIFFIN
Telephone:	2138940047
Mailing Name:	Not reported
Mailing Address:	300 N LOS ANGELES ST STE 3124
Mailing City,St,Zip:	LOS ANGELES, CA 900123335
Gen County:	Los Angeles
TSD EPA ID:	Not reported
TSD County:	Los Angeles

GSA/FEDERAL BLDG (Continued) **S103966817**

Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Not reported
Tons:	2.46
Facility County:	Not reported
Year:	1998
Gepaid:	CAL000035580
Contact:	GSA FEDERAL GOVERNMENT
Telephone:	2138943742
Mailing Name:	Not reported
Mailing Address:	300 N LOS ANGELES ST STE 3124
Mailing City,St,Zip:	LOS ANGELES, CA 900123335
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Not reported
Tons:	1.2510
Facility County:	Los Angeles

G24 **SAKOYA T** **EDR Historical Cleaners** **1009188866**
SSE **113 S SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.133 mi.
700 ft. **Site 1 of 9 in cluster G**

Relative:
Lower

Actual:
276 ft.

EDR Historical Cleaners:

Name:	SATO S
Year:	1924
Type:	CLOTHES CLEANERS PRESSERS AND DYERS
Name:	SAKOYA T
Year:	1933
Type:	CLOTHES PRESSERS AND CLEANERS
Name:	SAKURAI TOHEI
Year:	1937
Type:	CLOTHES PRESSERS AND CLEANERS

G25 **BEAUTY DYE WORKS** **EDR Historical Cleaners** **1009190421**
SSE **116 N SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.134 mi.
708 ft. **Site 2 of 9 in cluster G**

Relative:
Lower

Actual:
275 ft.

EDR Historical Cleaners:

Name:	BEAUTY DYE WORKS
Year:	1933
Type:	CLOTHES PRESSERS AND CLEANERS

26
SSW
1/8-1/4
0.134 mi.
708 ft.

LOS ANGELES TIMES
214 002ND ST E
LOS ANGELES, CA 90012

HIST CORTESE **S104406275**
LUST **N/A**

Relative:
Lower

Actual:
276 ft.

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900120252

LUST:

Region:	STATE
Global Id:	T0603700521
Latitude:	34.0499191
Longitude:	-118.2431941
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/19/1996
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900120252
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id:	T0603700521
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603700521
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

LUST:

Global Id:	T0603700521
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LOS ANGELES TIMES (Continued) **S104406275**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900120252	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700521	
W Global ID:	W0605100582	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	BROADWAY	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		10/19/1992
Date Leak Record Entered:	11/4/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		11/10/1992
Date the Case was Closed:		7/19/1996
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	OLD CASE #111092-01	
Water System:	YMCA CAMP OF LOS ANGELES 2	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2218.033662035989224500685514 2
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		8/21/1992
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	LOS ANGELES TIMES	
RP Address:	145 S SPRING ST, 9TH FL, SAFETY DEPT, LA CA 90053	
Program:	LUST	
Lat/Long:	34.0499191 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

LOS ANGELES TIMES (Continued) **S104406275**

Assigned Name: 2600582-001GEN
Summary: Not reported

G27 **GLINN C W** **EDR Historical Auto Stations** **1009078553**
SSE **118 S SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.136 mi.
720 ft. **Site 3 of 9 in cluster G**

Relative:
Lower

Actual:
275 ft.

EDR Historical Auto Stations:
Name: GLINN C W
Year: 1929
Type: GASOLINE AND OIL SERVICE STATION

G28 **CALIFORNIA FIRST BANK** **CA FID UST** **S101587992**
SSE **120 S SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.138 mi.
730 ft. **Site 4 of 9 in cluster G**

Relative:
Lower

Actual:
275 ft.

CA FID UST:
Facility ID: 19056224
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 120 S SAN PEDRO ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

G29 **UNION BANK** **UST** **U003780504**
SSE **120 S SAN PEDRO ST** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.138 mi.
730 ft. **Site 5 of 9 in cluster G**

Relative:
Lower

Actual:
275 ft.

UST:
Facility ID: 24069
Latitude: 34.04999
Longitude: -118.24117

SWEEPS UST:
Status: A
Comp Number: 6429
Number: 1

UNION BANK (Continued) **U003780504**

Board Of Equalization:	Not reported
Ref Date:	08-20-93
Act Date:	08-20-93
Created Date:	02-29-88
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

G30 **UNION BANK OF CALIFORNIA** **LUST** **S108418216**
SSE **120 SAN PEDRO STREET, SOUTH** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.138 mi.
730 ft. **Site 6 of 9 in cluster G**

Relative:
Lower

Actual:
275 ft.

LUST:

Region:	STATE
Global Id:	T0603733281
Latitude:	34.049987
Longitude:	-118.241194
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	12/15/2011
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	Not reported
LOC Case Number:	34023
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id:	T0603733281
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603733281
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

UNION BANK OF CALIFORNIA (Continued) **S108418216**

LUST:
Global Id: T0603733281
Action Type: ENFORCEMENT
Date: 12/11/2011
Action: Closure/No Further Action Letter

Global Id: T0603733281
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603733281
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

G31 **KANAMOTO M** **EDR Historical Cleaners** **1009192969**
SSE **122 N SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.141 mi.
742 ft. **Site 7 of 9 in cluster G**

Relative:
Lower

Actual:
275 ft.

EDR Historical Cleaners:
Name: KANAMOTO M
Year: 1937
Type: CLOTHES PRESSERS AND CLEANERS

G32 **KOHAMA JACK** **EDR Historical Auto Stations** **1009080876**
SSE **124 N SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.142 mi.
752 ft. **Site 8 of 9 in cluster G**

Relative:
Lower

Actual:
275 ft.

EDR Historical Auto Stations:
Name: KYOTO RYUCHO
Year: 1933
Type: AUTOMOBILE REPAIRING

Name: KOHAMA JACK
Year: 1937
Type: AUTOMOBILE REPAIRING

G33 **MIYAKO T** **EDR Historical Auto Stations** **1009079430**
SSE **128 S SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.147 mi.
776 ft. **Site 9 of 9 in cluster G**

Relative:
Lower

Actual:
274 ft.

EDR Historical Auto Stations:
Name: MIYAKO T
Year: 1933
Type: AUTOMOBILE REPAIRING

H34
WNW
1/8-1/4
0.161 mi.
850 ft.

THE TIMES MIRROR COMPANY
202 W 1ST ST
LOS ANGELES, CA 90012

Site 1 of 8 in cluster H

CA FID UST **S101587543**
N/A

Relative:
Higher

Actual:
298 ft.

CA FID UST:

Facility ID:	19055742
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	202 W 1ST ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900120000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

H35
WNW
1/8-1/4
0.161 mi.
850 ft.

TIMES MIRROR COMPANY
202 WEST 1ST STREET
LOS ANGELES, CA 90012

Site 2 of 8 in cluster H

RCRA-SQG **1000221221**
FINDS **CAD008382400**

Relative:
Higher

Actual:
298 ft.

RCRA-SQG:

Date form received by agency:	10/12/2000
Facility name:	TIMES MIRROR COMPANY THE#
Site name:	TIMES MIRROR COMPANY
Facility address:	220 W. 1ST STREET TIMES MIRROR SQUARE LOS ANGELES, CA 90053
EPA ID:	CAD008382400
Contact:	MARY ELLEN VOJTEK
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(213) 237-5014
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No

TIMES MIRROR COMPANY (Continued) **1000221221**

Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 03/04/1999
Facility name: TIMES MIRROR COMPANY THE#
Site name: TIMES MIRROR CORP.
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Facility name: TIMES MIRROR COMPANY THE#
Classification: Small Quantity Generator

Date form received by agency: 10/27/1980
Facility name: TIMES MIRROR COMPANY THE#
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110010475681

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

US EPA RACT/BACT/LAER Clearinghouse (RBLC) database contains case-specific information on the "Best Available" air pollution technologies that have been required to reduce the emission of air pollutants from stationary sources (e.g., power plants, steel mills, chemical plants, etc.). RACT, or Reasonably Available Control

TIMES MIRROR COMPANY (Continued) **1000221221**

Technology, is required on existing sources in areas that are not meeting national ambient air quality standards. BACT, or Best Available Control Technology, is required on major new or modified sources in clean areas. LAER, or Lowest Achievable Emission Rate, is required on major new or modified sources in non-attainment areas.

H36 **SUB SHOP 03** **HIST UST** **U001560541**
WNW **120 S SPRING ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.162 mi.
856 ft. **Site 3 of 8 in cluster H**

Relative: Higher

Actual: 295 ft.

HIST UST:

Region:	STATE
Facility ID:	00000068203
Facility Type:	Not reported
Other Type:	Not reported
Total Tanks:	0001
Contact Name:	Not reported
Telephone:	2136203964
Owner Name:	CALIF DEPT OF TRANSPORTATION
Owner Address:	1120 N STREET
Owner City,St,Zip:	SACRAMENTO, CA 95814
Tank Num:	001
Container Num:	0000000001
Year Installed:	1956
Tank Capacity:	00000200
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	Not reported
Leak Detection:	Not reported

H37 **STATE OF CALIFORNIA** **UST** **U003780766**
WNW **120 S SPRING ST** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.162 mi.
856 ft. **Site 4 of 8 in cluster H**

Relative: Higher

Actual: 295 ft.

UST:

Facility ID:	24321
Latitude:	34.0527
Longitude:	-118.24468

SWEEPS UST:

Status:	A
Comp Number:	3658
Number:	5
Board Of Equalization:	44-008226
Ref Date:	03-05-93
Act Date:	03-05-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003658-000001

STATE OF CALIFORNIA (Continued) **U003780766**

Actv Date:	04-20-88
Capacity:	200
Tank Use:	OIL
Stg:	W
Content:	WASTE OIL
Number Of Tanks:	3
Status:	A
Comp Number:	3658
Number:	5
Board Of Equalization:	44-008226
Ref Date:	03-05-93
Act Date:	03-05-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003658-000005
Actv Date:	04-20-88
Capacity:	3000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported
Status:	A
Comp Number:	3658
Number:	5
Board Of Equalization:	44-008226
Ref Date:	03-05-93
Act Date:	03-05-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003658-000006
Actv Date:	04-20-88
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

H38 **07 DIST OFFICE** **HIST UST** **U001560491**
WNW **120 S SPRING ST** **HAZNET** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012** **EMI**
0.162 mi.
856 ft. **Site 5 of 8 in cluster H**

Relative:
Higher

Actual:
295 ft.

HIST UST:

Region:	STATE
Facility ID:	00000068072
Facility Type:	Not reported
Other Type:	Not reported
Total Tanks:	0003
Contact Name:	Not reported
Telephone:	2136203964
Owner Name:	CALIF DEPT OF TRANSPORTATION
Owner Address:	1120 N STREET
Owner City,St,Zip:	SACRAMENTO, CA 95814

07 DIST OFFICE (Continued) **U001560491**

Tank Num: 001
Container Num: 0000000001
Year Installed: 1960
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Not reported

Tank Num: 002
Container Num: 0000000002
Year Installed: 1983
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Not reported

Tank Num: 003
Container Num: 0000000003
Year Installed: 1983
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Not reported

HAZNET:
Year: 2005
Gepaid: CAL000231384
Contact: CHRIS ROBLES/GEN SVCS/BLG MGR
Telephone: 2133052484
Mailing Name: Not reported
Mailing Address: 120 S SPRING ST
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Unspecified aqueous solution
Disposal Method: Treatment, Tank
Tons: 5.42
Facility County: Not reported

Year: 2004
Gepaid: CAL000231384
Contact: CHRIS ROBLES/GEN SVCS/BLG MGR
Telephone: 2133052484
Mailing Name: Not reported
Mailing Address: 120 S SPRING ST
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Unspecified aqueous solution
Disposal Method: Treatment, Tank
Tons: 5.42
Facility County: Not reported

07 DIST OFFICE (Continued) **U001560491**

Year:	2003
Gepaid:	CAL000231384
Contact:	CHRIS ROBLES/GEN SVCS/BLG MGR
Telephone:	2133052484
Mailing Name:	SYLVESTER WILSON/FAC MGR/MS 17
Mailing Address:	120 S SPRING ST
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAL000231384
Contact:	CHRIS ROBLES/GEN SVCS/BLG MGR
Telephone:	2133052484
Mailing Name:	SYLVESTER WILSON/FAC MGR/MS 17
Mailing Address:	120 S SPRING ST
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAT080033681
TSD County:	Los Angeles
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Recycler
Tons:	0.06
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAL000231384
Contact:	CHRIS ROBLES/GEN SVCS/BLG MGR
Telephone:	2133052484
Mailing Name:	SYLVESTER WILSON/FAC MGR/MS 17
Mailing Address:	120 S SPRING ST
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Paint sludge
Disposal Method:	Transfer Station
Tons:	0
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
17 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	1914
Air District Name:	SC
SIC Code:	9611
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported

07 DIST OFFICE (Continued) **U001560491**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

H39 **CALTRANS DISTRICT 7** **RCRA-NonGen** **1000419389**
WNW **120 S SPRING ST** **FINDS** **CAD980895635**
1/8-1/4 **LOS ANGELES, CA 90012** **HAZNET**
0.162 mi.
856 ft. **Site 6 of 8 in cluster H**

Relative:
Higher

Actual:
295 ft.

RCRA-NonGen:

Date form received by agency:	03/19/1985
Facility name:	CALTRANS DISTRICT 7
Facility address:	120 S SPRING ST LOS ANGELES, CA 90012
EPA ID:	CAD980895635
Mailing address:	PO BOX 2304 TERMINAL ANNEX LOS ANGELES, CA 90051
Contact:	ENVIRONMENTAL MANAGER
Contact address:	120 S SPRING ST LOS ANGELES, CA 90012
Contact country:	US
Contact telephone:	(213) 620-3700
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	State
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	State
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No

CALTRANS DISTRICT 7 (Continued) **1000419389**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002676863

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year:	2005
Gepaid:	CAD980895635
Contact:	RICHARD CRAWFORD
Telephone:	2136203328
Mailing Name:	Not reported
Mailing Address:	2187 RIVERSIDE DR
Mailing City,St,Zip:	LOS ANGELES, CA 900390000
Gen County:	Los Angeles
TSD EPA ID:	CAT000613935
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Not reported
Tons:	0.11
Facility County:	Not reported

Year:	2004
Gepaid:	CAD980895635
Contact:	RICHARD CRAWFORD
Telephone:	2136203328
Mailing Name:	Not reported
Mailing Address:	2187 RIVERSIDE DR
Mailing City,St,Zip:	LOS ANGELES, CA 900390000
Gen County:	Los Angeles
TSD EPA ID:	CAT000613935
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Not reported

CALTRANS DISTRICT 7 (Continued) **1000419389**

Tons: 0.11
Facility County: Not reported

Year: 2003
Gepaid: CAD980895635
Contact: RICHARD CRAWFORD
Telephone: 2136203328
Mailing Name: Not reported
Mailing Address: 2187 RIVERSIDE DR
Mailing City,St,Zip: LOS ANGELES, CA 900390000
Gen County: Los Angeles
TSD EPA ID: CAT080033681
TSD County: Los Angeles
Waste Category: Other inorganic solid waste
Disposal Method: Disposal, Land Fill
Tons: 0.2
Facility County: Los Angeles

Year: 2003
Gepaid: CAD980895635
Contact: RICHARD CRAWFORD
Telephone: 2136203328
Mailing Name: Not reported
Mailing Address: 2187 RIVERSIDE DR
Mailing City,St,Zip: LOS ANGELES, CA 900390000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Laboratory waste chemicals
Disposal Method: Transfer Station
Tons: 0.03
Facility County: Los Angeles

Year: 2003
Gepaid: CAD980895635
Contact: RICHARD CRAWFORD
Telephone: 2136203328
Mailing Name: Not reported
Mailing Address: 2187 RIVERSIDE DR
Mailing City,St,Zip: LOS ANGELES, CA 900390000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Transfer Station
Tons: 0
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
57 additional CA_HAZNET: record(s) in the EDR Site Report.

H40 **DEPT OF TRANSPORTATION** **RCRA-SQG** **1000393256**
WNW **120 S SPRING ST** **CAD982467581**
1/8-1/4 **LOS ANGELES, CA 90012**
0.162 mi.
856 ft. **Site 7 of 8 in cluster H**

Relative:
Higher

Actual:
295 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	DEPT OF TRANSPORTATION
Facility address:	120 S SPRING ST LOS ANGELES, CA 90012
EPA ID:	CAD982467581
Mailing address:	S SPRING ST LOS ANGELES, CA 90012
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	STATE OF CALIFORNIA
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	State
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	State
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

DEPT OF TRANSPORTATION (Continued) **1000393256**

Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

I41 **PLANNING DEPT LA CITY OF** **RCRA-SQG** **1000317626**
NNW **200 N SPRING ST ROOM 1021** **FINDS** **CAD982519480**
1/8-1/4 **LOS ANGELES, CA 90012** **HAZNET**
0.167 mi.
883 ft. **Site 1 of 3 in cluster I**

Relative:
Higher

Actual:
310 ft.

RCRA-SQG:

Date form received by agency:	03/30/1989
Facility name:	PLANNING DEPT LA CITY OF
Facility address:	200 N SPRING ST ROOM 1021 LOS ANGELES, CA 90012
EPA ID:	CAD982519480
Mailing address:	200 N SPRING ST ROOM 703 LOS ANGELES, CA 90012
Contact:	ENVIRONMENTAL MANAGER
Contact address:	200 N SPRING ST ROOM 1021 LOS ANGELES, CA 90012
Contact country:	US
Contact telephone:	(213) 485-3734
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CITY OF LOS ANGELES
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

PLANNING DEPT LA CITY OF (Continued) **1000317626**

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002840052

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

HAZNET:

Year:	1996
Gepaid:	CAD982519480
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	200 N SPRING ST ROOM 703
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAT000613976

PLANNING DEPT LA CITY OF (Continued) **1000317626**

TSD County: Orange
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Transfer Station
Tons: .0625
Facility County: Los Angeles

I42 **LOS ANGELES CITY HALL** **CA FID UST** **1000102065**
NNW **200 N SPRING ST** **UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012** **HIST UST**
0.167 mi. **SWEEPS UST**
883 ft. **Site 2 of 3 in cluster I** **HAZNET**
EMI

Relative:
Higher

Actual:
310 ft.

CA FID UST:
Facility ID: 19018780
Regulated By: UTNKA
Regulated ID: 00047106
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134852357
Mail To: Not reported
Mailing Address: 200 N MAIN STREET-ROOM
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Facility ID: 19022020
Regulated By: UTNKA
Regulated ID: 00047104
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134852357
Mail To: Not reported
Mailing Address: 200 N MAIN STREET-ROOM
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

UST:
Facility ID: 24334
Latitude: 34.05401
Longitude: -118.24344

HIST UST:
Region: STATE

LOS ANGELES CITY HALL (Continued) **1000102065**

Facility ID: 00000047104
Facility Type: Other
Other Type: YARD
Total Tanks: 0004
Contact Name: DAVE FERM
Telephone: 2134852357
Owner Name: LOS ANGELES CITY
Owner Address: 200 N. MAIN ST
Owner City,St,Zip: LOS ANGELES, CA 90012

Tank Num: 001
Container Num: #1
Year Installed: 1974
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: 1/4" inches
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: #2
Year Installed: 1974
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: 1/4" inches
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: #3
Year Installed: 1984
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: #4
Year Installed: 1928
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 6 inches
Leak Detection: Not reported

SWEEPS UST:
Status: A
Comp Number: 2455
Number: 4
Board Of Equalization: Not reported
Ref Date: 09-21-93
Act Date: 03-18-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002455-000001

LOS ANGELES CITY HALL (Continued) **1000102065**

Actv Date:	02-10-93
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	4
Status:	A
Comp Number:	2455
Number:	4
Board Of Equalization:	Not reported
Ref Date:	09-21-93
Act Date:	03-18-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002455-000002
Actv Date:	02-10-93
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	A
Comp Number:	2455
Number:	4
Board Of Equalization:	Not reported
Ref Date:	09-21-93
Act Date:	03-18-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002455-000003
Actv Date:	02-10-93
Capacity:	10000
Tank Use:	CHEMICAL
Stg:	P
Content:	UNKNOWN
Number Of Tanks:	Not reported
Status:	A
Comp Number:	2455
Number:	4
Board Of Equalization:	Not reported
Ref Date:	09-21-93
Act Date:	03-18-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002455-000004
Actv Date:	02-10-93
Capacity:	10
Tank Use:	CHEMICAL
Stg:	P
Content:	UNKNOWN
Number Of Tanks:	Not reported

LOS ANGELES CITY HALL (Continued) **1000102065**

HAZNET:

Year:	2006
Gepaid:	CAD981575954
Contact:	L MOORE CITY OF LA DEPT OF GEN
Telephone:	2139783798
Mailing Name:	Not reported
Mailing Address:	111 E 1ST ST ROOM 600
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Tank bottom waste
Disposal Method:	Recycler
Tons:	0.2
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAD981575954
Contact:	L MOORE CITY OF LA DEPT OF GEN
Telephone:	2139783798
Mailing Name:	Not reported
Mailing Address:	111 E 1ST ST ROOM 600
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD980675276
TSD County:	Kern
Waste Category:	Other inorganic solid waste
Disposal Method:	Treatment, Tank
Tons:	0.2
Facility County:	Not reported

Year:	2004
Gepaid:	CAD981575954
Contact:	L MOORE CITY OF LA DEPT OF GEN
Telephone:	2139783798
Mailing Name:	Not reported
Mailing Address:	111 E 1ST ST ROOM 600
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD980675276
TSD County:	Kern
Waste Category:	Other inorganic solid waste
Disposal Method:	Treatment, Tank
Tons:	0.2
Facility County:	Not reported

Year:	2003
Gepaid:	CAD981575954
Contact:	SHARI KUROKI MGMT ANALYST
Telephone:	2139783798
Mailing Name:	Not reported
Mailing Address:	111 E 1ST ST ROOM 600
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD981402522
TSD County:	Los Angeles
Waste Category:	Photochemicals/photoprocessing waste

LOS ANGELES CITY HALL (Continued) **1000102065**

Disposal Method:	Recycler
Tons:	0.12
Facility County:	Los Angeles
Year:	2003
Gepaid:	CAD981575954
Contact:	SHARI KUROKI MGMT ANALYST
Telephone:	2139783798
Mailing Name:	Not reported
Mailing Address:	111 E 1ST ST ROOM 600
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	0.27
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
74 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	28201
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	28201
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

I43
NNW
1/8-1/4
0.167 mi.
883 ft.

CITY HALL
200 NORTH SPRING STREET
LOS ANGELES, CA 90012

Site 3 of 3 in cluster I

RCRA-LQG **1007199481** **CAD981575954**

Relative:
Higher

Actual:
310 ft.

RCRA-LQG:

Date form received by agency:	03/29/2002
Facility name:	CITY HALL
Facility address:	200 NORTH SPRING STREET LOS ANGELES, CA 90012
EPA ID:	CAD981575954
Mailing address:	419 SOUTH SPRING STREET 12TH FLOOR LOS ANGELES, CA 90013
Contact:	SHARI H KUROKI
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(213) 473-7748
Contact email:	SKUROKI@GSD.LACITY.ORG
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

J44 **PARKER CENTER** **UST** **U003781707**
South **151 S SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.168 mi.
887 ft. **Site 1 of 4 in cluster J**

Relative:
Lower

Actual:
272 ft.

UST:
Facility ID: 25483
Latitude: 34.04947
Longitude: -118.24165

J45 **L.A. POLICE DEPT.** **HIST UST** **U001560519**
South **151 S SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.168 mi.
887 ft. **Site 2 of 4 in cluster J**

Relative:
Lower

Actual:
272 ft.

HIST UST:
Region: STATE
Facility ID: 00000052641
Facility Type: Other
Other Type: POLICE DEPT.
Total Tanks: 0008
Contact Name: Not reported
Telephone: 2134853495
Owner Name: CITY OF LOS ANGELES
Owner Address: 200 N. SPRING ST.
Owner City,St,Zip: LOS ANGELES, CA 90012

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, None

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00001000

L.A. POLICE DEPT. (Continued) **U001560519**

Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 005
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 006
Container Num: 6
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 007
Container Num: 7
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: None

Tank Num: 008
Container Num: 8
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: None

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46 **TIMES MIRROR CORPORATION** **HIST CORTESE** **S102439123**
WNW **145 SPRING ST S** **LUST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.174 mi.
920 ft.

Relative:
Higher

Actual:
293 ft.

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900120061

LUST:
Region: STATE
Global Id: T0603700505
Latitude: 34.052404

TIMES MIRROR CORPORATION (Continued) **S102439123**

Longitude:	-118.2452001
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/30/1989
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900120061
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id:	T0603700505
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603700505
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

LUST:

Global Id:	T0603700505
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900120061	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		No Action Required
Global ID:	T0603700505	
W Global ID:	W0605100582	
Staff:	UNK	
Local Agency:	19050	

TIMES MIRROR CORPORATION (Continued) **S102439123**

Cross Street:	1ST ST	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		4/27/1988
Date Leak Record Entered:	6/3/1988	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		3/30/1989
Date the Case was Closed:		3/30/1989
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	MALCOR, JOSEPH V.	
Water System:	YMCA CAMP OF LOS ANGELES 2	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2365.9537613317074026355595998
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		2/17/1989
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	TIMES MIRROR CORPORATION	
RP Address:	145 S SPRING ST, LOS ANGELES, CA 90012	
Program:	LUST	
Lat/Long:	34.052404 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	2600582-001GEN	
Summary:	LA CITY FIRE DEPARTMENT REQUESTED LARWQCB TO CONDUCT A LEAK DETECTION PROGRAM. IT IS UNKNOWN AT THIS TIME WHETHER A LEAK HAS OCCURED.	

H47 **LOS ANGELES TIMES - LOS ANGELES** **RCRA-SQG 1000102051**
WNW **202 W. 1ST ST.** **HAZNET CAD980896229**
1/8-1/4 **LOS ANGELES, CA 90012**
0.174 mi.
921 ft. **Site 8 of 8 in cluster H**

Relative:
Higher

Actual:
299 ft.

RCRA-SQG:

Date form received by agency:	03/26/2002
Facility name:	LOS ANGELES TIMES - LOS ANGELES
Facility address:	202 W. 1ST ST. LOS ANGELES, CA 90012
EPA ID:	CAD980896229

LOS ANGELES TIMES - LOS ANGELES (Continued) **1000102051**

Contact: MARY ELLEN VOJTEK
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (213) 237-5014
Contact email: Not reported
EPA Region: 09
Land type: Facility is not located on Indian land. Additional information is not known.
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 03/26/2002
Facility name: LOS ANGELES TIMES - LOS ANGELES
Classification: Large Quantity Generator

Date form received by agency: 10/12/2000
Facility name: LOS ANGELES TIMES - LOS ANGELES
Site name: L A TIMES TIMES MIRROR SQUARE FACILITY
Classification: Large Quantity Generator

Date form received by agency: 08/15/2000
Facility name: LOS ANGELES TIMES - LOS ANGELES
Site name: LOS ANGELES TIMES COMMUNICATIONS L L C
Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Facility name: LOS ANGELES TIMES - LOS ANGELES
Site name: LOS ANGELES TIMES
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Facility name: LOS ANGELES TIMES - LOS ANGELES
Site name: LOS ANGELES TIMES COMMUNICATIONS L L C
Classification: Small Quantity Generator

LOS ANGELES TIMES - LOS ANGELES (Continued) **1000102051**

Date form received by agency: 04/03/1991
Facility name: LOS ANGELES TIMES - LOS ANGELES
Site name: LOS ANGELES TIMES
Classification: Large Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 11/15/2006
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

HAZNET:
Year: 2011
Gepaid: CAD980896229
Contact: EMERSON LEGO/MGR ENVMTL AFFAIR
Telephone: 2132373040
Mailing Name: Not reported
Mailing Address: 2000 E 8TH ST
Mailing City,St,Zip: LOS ANGELES, CA 900210000
Gen County: Not reported
TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.019
Facility County: Los Angeles

Year: 2011
Gepaid: CAD980896229
Contact: EMERSON LEGO/MGR ENVMTL AFFAIR
Telephone: 2132373040
Mailing Name: Not reported
Mailing Address: 2000 E 8TH ST
Mailing City,St,Zip: LOS ANGELES, CA 900210000
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.05
Facility County: Los Angeles

Year: 2011
Gepaid: CAD980896229
Contact: EMERSON LEGO/MGR ENVMTL AFFAIR
Telephone: 2132373040
Mailing Name: Not reported
Mailing Address: 2000 E 8TH ST
Mailing City,St,Zip: LOS ANGELES, CA 900210000
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported

LOS ANGELES TIMES - LOS ANGELES (Continued) **1000102051**

Waste Category:	Other inorganic solid waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	1
Facility County:	Los Angeles
Year:	2011
Gepaid:	CAD980896229
Contact:	EMERSON LEGO/MGR ENVMTL AFFAIR
Telephone:	2132373040
Mailing Name:	Not reported
Mailing Address:	2000 E 8TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900210000
Gen County:	Not reported
TSD EPA ID:	CAD044429835
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.205
Facility County:	Los Angeles
Year:	2009
Gepaid:	CAD980896229
Contact:	EMERSON LEGO/ENVT'L ENGINEER
Telephone:	2132373040
Mailing Name:	Not reported
Mailing Address:	202 WEST 1ST ST 6TH FLR SAFETY
Mailing City,St,Zip:	LOS ANGELES, CA 900123816
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Latex waste
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.27101
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
246 additional CA_HAZNET: record(s) in the EDR Site Report.

48
SE
1/8-1/4
0.178 mi.
939 ft.

SUNSHINE HOTEL **CA FID UST** **S101588042**
328 E 1ST ST **SWEEPS UST** **N/A**
LOS ANGELES, CA 90012

Relative:
Lower

Actual:
275 ft.

CA FID UST:

Facility ID:	19056275
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	328 E 1ST ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900120000

SUNSHINE HOTEL (Continued) **S101588042**

Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 6566
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

J49 **NAGAMINE MAGOKICHI** **EDR Historical Auto Stations** **1009083042**
South **205 S SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.185 mi.
976 ft. **Site 3 of 4 in cluster J**

Relative:
Lower

Actual:
271 ft.

EDR Historical Auto Stations:
Name: NAGAMINE MAGOKICHI
Year: 1937
Type: AUTOMOBILE REPAIRING

J50 **SAKAMOTO H T** **EDR Historical Cleaners** **1009187500**
South **206 N SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.188 mi.
994 ft. **Site 4 of 4 in cluster J**

Relative:
Lower

Actual:
271 ft.

EDR Historical Cleaners:
Name: SAKAMOTO H T
Year: 1924
Type: CLOTHES CLEANERS PRESSERS AND DYERS

Name: HINA E
Year: 1929
Type: CLOTHES PRESSERS CLEANERS AND REPAIRERS

Name: NEW YORK SUIT CLEANING CO
Year: 1933
Type: CLOTHES PRESSERS AND CLEANERS

SAKAMOTO H T (Continued) **1009187500**

Name: SAISHO J
Year: 1937
Type: CLOTHES PRESSERS AND CLEANERS

K51 **NAKASUYI R S** **EDR Historical Auto Stations** **1009079442**
South **211 N SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.194 mi.
1023 ft. **Site 1 of 3 in cluster K**

Relative:
Lower

Actual:
270 ft.

EDR Historical Auto Stations:

Name: NAKASUYI R S
Year: 1933
Type: AUTOMOBILE REPAIRING

Name: NAKASUJI SUANO
Year: 1937
Type: AUTOMOBILE REPAIRING

K52 **YEN W S** **EDR Historical Cleaners** **1009190299**
South **212 S SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.196 mi.
1037 ft. **Site 2 of 3 in cluster K**

Relative:
Lower

Actual:
270 ft.

EDR Historical Cleaners:

Name: YEN WING SING
Year: 1924
Type: LAUNDRIES ORIENTAL

Name: YEN W S
Year: 1929
Type: LAUNDRIES ORIENTAL

Name: YEN W S
Year: 1933
Type: LAUNDRIES CHINESE

Name: YEN W S
Year: 1937
Type: LAUNDRIES HAND

K53 **YEN W S** **EDR Historical Cleaners** **1009190300**
South **215 S SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.198 mi.
1046 ft. **Site 3 of 3 in cluster K**

Relative:
Lower

Actual:
270 ft.

EDR Historical Cleaners:

Name: YEN W S
Year: 1924
Type: LAUNDRIES ORIENTAL

L54
NE
1/8-1/4
0.199 mi.
1051 ft.

FEDERAL BUILDING
300 N LOS ANGELES ST
LOS ANGELES, CA 90012

HIST UST **U001560510**
N/A

Site 1 of 2 in cluster L

Relative:
Higher

Actual:
289 ft.

HIST UST:

Region:	STATE
Facility ID:	00000063395
Facility Type:	Other
Other Type:	OFFICE BUILDING
Total Tanks:	0006
Contact Name:	JAMES E. HENDRICKS
Telephone:	2136883559
Owner Name:	U.S. GOVERNMENT, GENERAL SERVI
Owner Address:	300 NORTH LOS ANGELES STREET
Owner City,St,Zip:	LOS ANGELES, CA 90012

Tank Num:	001
Container Num:	6
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	06
Tank Construction:	Not reported
Leak Detection:	None

Tank Num:	001
Container Num:	T-1-1
Year Installed:	1964
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	002
Container Num:	5
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	06
Tank Construction:	Not reported
Leak Detection:	None

Tank Num:	002
Container Num:	T-1-2
Year Installed:	1964
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	4
Year Installed:	1962
Tank Capacity:	00000995
Tank Used for:	WASTE

FEDERAL BUILDING (Continued) **U001560510**

Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 3
Year Installed: 1962
Tank Capacity: 00003500
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 005
Container Num: 2
Year Installed: 1962
Tank Capacity: 00015000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 006
Container Num: 1
Year Installed: 1962
Tank Capacity: 00015000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: None

L55 **FEDERAL BUILDING** **CA FID UST** **S101617140**
NE **300 N LOS ANGELES ST** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012** **HAZNET**
0.199 mi. **EMI**
1051 ft. **Site 2 of 2 in cluster L**

Relative: Higher

Actual: 289 ft.

CA FID UST:
Facility ID: 19004898
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136883559
Mail To: Not reported
Mailing Address: 300 N LOS ANGELES ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:

FEDERAL BUILDING (Continued) **S101617140**

Status: Not reported
Comp Number: 3763
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

Status: Not reported
Comp Number: 3763
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

HAZNET:
Year: 2002
Gepaid: CAC000265289
Contact: HILL, ROBERT/ENV CONSUL
Telephone: 2136170527
Mailing Name: Not reported
Mailing Address: --
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: 99
Waste Category: Asbestos containing waste
Disposal Method: Not reported
Tons: 14.32
Facility County: Not reported

Year: 2000
Gepaid: CAC002251793
Contact: GENERAL SERVICES ADMIN
Telephone: 2138943742
Mailing Name: Not reported
Mailing Address: PO BOX 531269
Mailing City,St,Zip: LOS ANGELES, CA 900530000

FEDERAL BUILDING (Continued) **S101617140**

Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: .9270
Facility County: Los Angeles

Year: 2000
Gepaid: CAC000265289
Contact: FEDERAL BUILDING
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: Not reported
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Unspecified aqueous solution
Disposal Method: Transfer Station
Tons: .2850
Facility County: Los Angeles

Year: 2000
Gepaid: CAC002251793
Contact: GENERAL SERVICES ADMIN
Telephone: 2138943742
Mailing Name: Not reported
Mailing Address: PO BOX 531269
Mailing City,St,Zip: LOS ANGELES, CA 900530000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: .1500
Facility County: Los Angeles

Year: 2000
Gepaid: CAC000265289
Contact: FEDERAL BUILDING
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: Not reported
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 35.3976
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

FEDERAL BUILDING (Continued) **S101617140**

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	17328
Air District Name:	SC
SIC Code:	6512
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

M56 **THE TIMES MIRROR COMPANY** **SWEEPS UST** **S106932944**
West **214 W 2ND ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.216 mi.
1138 ft. **Site 1 of 2 in cluster M**

Relative:
Higher

Actual:
290 ft.

SWEEPS UST:

Status:	A
Comp Number:	4286
Number:	1
Board Of Equalization:	Not reported
Ref Date:	04-22-93
Act Date:	04-26-94
Created Date:	02-29-88
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

M57 **THE LOS ANGELES TIMES** **UST** **U003780780**
West **214 W 2ND ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.216 mi.
1138 ft. **Site 2 of 2 in cluster M**

Relative:
Higher

Actual:
290 ft.

UST:

Facility ID:	24337
Latitude:	34.05184
Longitude:	-118.24585

N58
NNW
1/8-1/4
0.218 mi.
1150 ft.

CRIMINAL COURTS BLDG.
210 W TEMPLE ST
LOS ANGELES, CA 90063

Site 1 of 6 in cluster N

HIST UST **U001562245**
N/A

Relative:
Higher

Actual:
320 ft.

HIST UST:

Region:	STATE
Facility ID:	00000020714
Facility Type:	Other
Other Type:	COURT
Total Tanks:	0001
Contact Name:	L.A. COUNTY MECHANICAL DEPARTM
Telephone:	2132672242
Owner Name:	LOS ANGELES COUNTY MECHANICAL
Owner Address:	1100 N. EASTERN AVE.
Owner City,St,Zip:	LOS ANGELES, CA 90063
Tank Num:	001
Container Num:	#1
Year Installed:	Not reported
Tank Capacity:	00005126
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

N59
NNW
1/8-1/4
0.218 mi.
1150 ft.

COUNTY OF L.A.
210 W TEMPLE ST
LOS ANGELES, CA 90063

Site 2 of 6 in cluster N

CA FID UST **S101585026**
SWEEPS UST **N/A**
LOS ANGELES CO. HMS
HAZNET

Relative:
Higher

Actual:
320 ft.

CA FID UST:

Facility ID:	19018457
Regulated By:	UTNKA
Regulated ID:	00020714
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132672242
Mail To:	Not reported
Mailing Address:	1100 N EASTERN AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900630000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	A
Comp Number:	1457
Number:	4
Board Of Equalization:	44-011798
Ref Date:	03-05-93
Act Date:	03-16-94

COUNTY OF L.A. (Continued) **S101585026**

Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001457-000001
Actv Date: 04-20-88
Capacity: 5126
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: 1

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 012453-012601
Facility Type: Not reported
Facility Status: OPEN
Area: 3F
Permit Number: Not reported
Permit Status: Not reported

HAZNET:
Year: 2003
Gepaid: CAC002563135
Contact: BELINDA RAMIREZ/HAZ MAT COORD
Telephone: 3232673137
Mailing Name: Not reported
Mailing Address: 1100 N EASTERN AVE
Mailing City,St,Zip: LOS ANGELES, CA 90063
Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 4.21
Facility County: Los Angeles

N60 **LOS ANGELES COUNTY HALL OF JUSTICE** **RCRA-NonGen** **1000102050**
North **211 W TEMPLE** **FINDS** **CAD980675847**
1/8-1/4 **LOS ANGELES, CA 90012**
0.219 mi.
1156 ft. **Site 3 of 6 in cluster N**

Relative:
Higher

Actual:
320 ft.

RCRA-NonGen:
Date form received by agency: 01/13/1983
Facility name: LOS ANGELES COUNTY HALL OF JUSTICE
Facility address: 211 W TEMPLE
LOS ANGELES, CA 90012
EPA ID: CAD980675847
Mailing address: 170 N FAIR OAKS
PASADENA, CA 91103
Contact: ENVIRONMENTAL MANAGER
Contact address: 211 W TEMPLE
LOS ANGELES, CA 90012
Contact country: US
Contact telephone: (213) 578-2827
Contact email: Not reported
EPA Region: 09

LOS ANGELES COUNTY HALL OF JUSTICE (Continued) **1000102050**

Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: LOS ANGELES COUNTY
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002670510

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

N61 **US FEDERAL COURTHOUSE** **UST** **U003780460**
North **312 N SPRING ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.220 mi.
1164 ft. **Site 4 of 6 in cluster N**

Relative:
Higher

Actual:
317 ft.

UST:
Facility ID: 24015
Latitude: 34.05514
Longitude: -118.24241

N62 **GENERAL SERVICES ADMINISTRATIO** **CA FID UST** **S101585018**
North **312 N SPRING ST** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012** **HAZNET**
0.220 mi.
1164 ft. **Site 5 of 6 in cluster N**

Relative:
Higher

Actual:
317 ft.

CA FID UST:
Facility ID: 19018396
Regulated By: UTNKA
Regulated ID: 00047139
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2138943253
Mail To: Not reported
Mailing Address: 312 N SPRING ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: A
Comp Number: 2483
Number: 7
Board Of Equalization: Not reported
Ref Date: 03-05-93
Act Date: 03-05-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002483-000001
Actv Date: 04-20-88
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: 2

Status: A
Comp Number: 2483
Number: 7
Board Of Equalization: Not reported
Ref Date: 03-05-93

GENERAL SERVICES ADMINISTRATIO (Continued) **S101585018**

Act Date:	03-05-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002483-000002
Actv Date:	04-20-88
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

HAZNET:

Year:	2011
Gepaid:	CAL000130532
Contact:	LORENZO DAVIS/PROPERTY MANAGER
Telephone:	2138943253
Mailing Name:	Not reported
Mailing Address:	312 N SPRING ST STE 1020
Mailing City,St,Zip:	LOS ANGELES, CA 900122491
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.672
Facility County:	Los Angeles

Year:	2010
Gepaid:	CAL000130532
Contact:	LORENZO DAVIS/PROPERTY MANAGER
Telephone:	2138943253
Mailing Name:	Not reported
Mailing Address:	312 N SPRING ST RM 1020
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.693
Facility County:	Los Angeles

Year:	2010
Gepaid:	CAL000130532
Contact:	LORENZO DAVIS/PROPERTY MANAGER
Telephone:	2138943253
Mailing Name:	Not reported
Mailing Address:	312 N SPRING ST RM 1020
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To

GENERAL SERVICES ADMINISTRATIO (Continued) **S101585018**

Include On-Site Treatment And/Or Stabilization)
Tons: 6
Facility County: Los Angeles

Year: 2009
Gepaid: CAL000130532
Contact: MAXINE BARFIELD/SR PROPRTY MGR
Telephone: 2138943253
Mailing Name: Not reported
Mailing Address: 312 N SPRING ST RM 1020
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.1134
Facility County: Los Angeles

Year: 2009
Gepaid: CAL000130532
Contact: MAXINE BARFIELD/SR PROPRTY MGR
Telephone: 2138943253
Mailing Name: Not reported
Mailing Address: 312 N SPRING ST RM 1020
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD097030993
TSD County: Los Angeles
Waste Category: Latex waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.2085
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
12 additional CA_HAZNET: record(s) in the EDR Site Report.

N63 **U.S. COURTHOUSE** **HIST UST** **U001560543**
North **312 N SPRING ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.220 mi.
1164 ft. **Site 6 of 6 in cluster N**

Relative:
Higher

Actual:
317 ft.

HIST UST:
Region: STATE
Facility ID: 00000047139
Facility Type: Other
Other Type: OFFICE BUILDING
Total Tanks: 0002
Contact Name: JERRY OLIVER
Telephone: 2136883222
Owner Name: GENERAL SERVICES ADMINISTRATIO
Owner Address: 312 N. SPRING ST.
Owner City,St,Zip: LOS ANGELES, CA 90012

Tank Num: 001

U.S. COURTHOUSE (Continued) **U001560543**

Container Num: T-3-2
Year Installed: 1937
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: T-3-1
Year Installed: 1937
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

O64 **FUJIOKA F J** **EDR Historical Auto Stations** **1009076958**
South **231 N SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.222 mi.
1173 ft. **Site 1 of 3 in cluster O**

Relative:
Lower

Actual:
270 ft.

EDR Historical Auto Stations:
Name: F AND K GARAGE
Year: 1924
Type: AUTOMOBILE REPAIRING

Name: FUJIOKA F J
Year: 1924
Type: AUTOMOBILE REPAIRING

---

65 **HIKARI 1 HR PHOTO** **RCRA-SQG** **1000155394**
SE **110 JAPANESE VILLAGE PLAZA** **FINDS** **CAD982348245**
1/8-1/4 **LOS ANGELES, CA 90012** **HAZNET**
0.225 mi.
1188 ft.

Relative:
Lower

Actual:
273 ft.

RCRA-SQG:
Date form received by agency: 02/12/1988
Facility name: HIKARI 1 HR PHOTO
Facility address: 110 JAPANESE VILLAGE PLAZA
LOS ANGELES, CA 90012
EPA ID: CAD982348245
Contact: ENVIRONMENTAL MANAGER
Contact address: 110 JAPANESE VILLAGE PLAZA
LOS ANGELES, CA 90012
Contact country: US
Contact telephone: (213) 680-9700
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of

HIKARI 1 HR PHOTO (Continued) **1000155394**

hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: KOOK JIN YOUNG
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002798330

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

HIKARI 1 HR PHOTO (Continued) **1000155394**

Year:	1998
Gepaid:	CAD982348245
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	110 JAPANESE VILLAGE PLAZA MALL
Mailing City,St,Zip:	LOS ANGELES, CA 900123909
Gen County:	Los Angeles
TSD EPA ID:	CAL000121946
TSD County:	Marin
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0250
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAD982348245
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	110 JAPANESE VILLAGE PLAZA MALL
Mailing City,St,Zip:	LOS ANGELES, CA 900123909
Gen County:	Los Angeles
TSD EPA ID:	CAD982524613
TSD County:	Orange
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.4795
Facility County:	Los Angeles

O66 **RELATED/LL BLOCK 8 LLC** **NPDES S108997075**
South **235 SAN PEDRO** **LUST N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.225 mi.
1189 ft. **Site 2 of 3 in cluster O**

Relative:
Lower

Actual:
270 ft.

NPDES:

Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	322038
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C346135
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/12/2007
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	06/28/2010
Discharge Name:	Related LTC Urban Housing LLC
Discharge Address:	18201 Von Karman Ste 900
Discharge City:	Irvine
Discharge State:	California
Discharge Zip:	92612

RELATED/LL BLOCK 8 LLC (Continued) **S108997075**

LUST:

Region:	STATE
Global Id:	T0603771623
Latitude:	34.048703
Longitude:	-118.241988
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	02/04/2008
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	PK
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id:	T0603771623
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603771623
Contact Type:	Local Agency Caseworker
Contact Name:	PATRICK KILLIAN
Organization Name:	LOS ANGELES, CITY OF
Address:	221 N FIGUEROA ST STE 1500
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826527

LUST:

Global Id:	T0603771623
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603771623
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

P67 **DEPT OF PUBLIC WORKS** **CA FID UST** **S101586493**
SE **145 N CENTRAL AVE** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.228 mi.
1206 ft. **Site 1 of 2 in cluster P**

Relative:
Lower

Actual:
272 ft.

CA FID UST:

Facility ID:	19052242
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2136292078
Mail To:	Not reported
Mailing Address:	145 N CENTRAL AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900120000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	5491
Number:	Not reported
Board Of Equalization:	Not reported
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	0

Q68 **VETERANS ADMINISTRATION** **CA FID UST** **S101586920**
East **461 N ALAMEDA ST** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.228 mi.
1206 ft. **Site 1 of 4 in cluster Q**

Relative:
Lower

Actual:
273 ft.

CA FID UST:

Facility ID:	19054606
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	461 N ALAMEDA ST
Mailing Address 2:	Not reported

VETERANS ADMINISTRATION (Continued) **S101586920**

Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 7364
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

Q69 **ELIAS BROS** **EDR Historical Auto Stations** **1009080415**
East **451 N ALAMEDA ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.228 mi.
1206 ft. **Site 2 of 4 in cluster Q**

Relative:
Lower

Actual:
273 ft.

EDR Historical Auto Stations:
Name: ELIAS BROS
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: ELIAS BROS
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

Name: MABERRY T L
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

Q70 **KONIOA P M** **EDR Historical Auto Stations** **1009081892**
East **403 N ALAMEDA ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.228 mi.
1206 ft. **Site 3 of 4 in cluster Q**

Relative:
Lower

Actual:
272 ft.

EDR Historical Auto Stations:
Name: KONIOA P M
Year: 1942
Type: AUTOMOBILE REPAIRING

Q71 **FORUIOHI S** **EDR Historical Auto Stations** **1009078436**
East **401 N ALAMEDA ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.228 mi.
1206 ft. **Site 4 of 4 in cluster Q**

Relative:
Lower

Actual:
272 ft.

EDR Historical Auto Stations:
Name: YAMATO SERVICE STATION
Year: 1929
Type: GASOLINE AND OIL SERVICE STATION

Name: FORUIOHI S
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: FURUICHI S
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

Name: FURUICHI SOZABURO
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

P72 **POLICE REPAIR SHOP** **CA FID UST** **S101586758**
SE **135 N CENTRAL AVE** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.233 mi.
1228 ft. **Site 2 of 2 in cluster P**

Relative:
Lower

Actual:
272 ft.

CA FID UST:
Facility ID: 19054434
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134853186
Mail To: Not reported
Mailing Address: 135 N CENTRAL AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

POLICE REPAIR SHOP (Continued) **S101586758**

SWEEPS UST:

Status:	Not reported
Comp Number:	5490
Number:	Not reported
Board Of Equalization:	Not reported
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	0

73
SSE
1/8-1/4
0.233 mi.
1230 ft.

NOBUYUKI WATANABE
340 E 2ND ST. #400-A
LOS ANGELES, CA 90012

RCRA-SQG **1000429032**
FINDS **CAD982408361**

Relative:
Lower

Actual:
271 ft.

RCRA-SQG:

Date form received by agency:	03/25/1988
Facility name:	NOBUYUKI WATANABE
Facility address:	340 E 2ND ST. #400-A LOS ANGELES, CA 90012
EPA ID:	CAD982408361
Mailing address:	340 E. SECOND ST. #400-A LOS ANGELES, CA 90012
Contact:	ENVIRONMENTAL MANAGER
Contact address:	340 E 2ND ST. #400-A LOS ANGELES, CA 90012
Contact country:	US
Contact telephone:	(213) 613-0451
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOBUYUKI WATANABE
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

NOBUYUKI WATANABE (Continued) **1000429032**

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002806090

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

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74 **NEEDLEMAN LOUIS** **EDR Historical Cleaners** **1009189481**
NW **125 N BROADWAY** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.234 mi.
1236 ft.

Relative:
Higher

Actual:
311 ft.

EDR Historical Cleaners:
Name: NEEDLEMAN LOUIS
Year: 1933
Type: CLOTHES PRESSERS AND CLEANERS

R75 **ADELANTE EASTSIDE** **US BROWNFIELDS** **1012171577**
WNW **100 BROADWAY S** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.235 mi.
1240 ft. **Site 1 of 4 in cluster R**

Relative:
Higher

Actual:
300 ft.

US BROWNFIELDS:

Recipient name:	Los Angeles, City of
Grant type:	Assessment
Property name:	Adelante Eastside
Property #:	Not reported
Parcel size:	2200
Latitude:	34.05329
Longitude:	-118.245009
HCM label:	Not reported
Map scale:	Not reported
Point of reference:	Not reported
Datum:	Not reported
ACRES property ID:	11458
Start date:	Not reported
Completed date:	Not reported
Acres cleaned up:	Not reported
Cleanup funding:	Not reported
Cleanup funding source:	Not reported
Assessment funding:	Not reported
Assessment funding source:	Not reported
Redevelopment funding:	Not reported
Redev. funding source:	Not reported
Redev. funding entity name:	Not reported
Redevelopment start date:	Not reported
Assessment funding entity:	Not reported
Cleanup funding entity:	Not reported
Grant type:	N/A
Accomplishment type:	Phase I Environmental Assessment
Ownership entity:	Not reported
Current owner:	Not reported
Did owner change:	Not reported
Cleanup required:	Not reported
Video available:	Not reported
Photo available:	Not reported
Institutional controls required:	Not reported
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Unknown
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported

ADELANTE EASTSIDE (Continued) **1012171577**

Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
Unknown found:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported

S76 **VETERANS AFFAIRS OUTPATIENT CL** **HIST CORTESE** **S102590721**
ESE **351 TEMPLE ST E** **LUST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.235 mi.
1241 ft. **Site 1 of 2 in cluster S**

Relative:
Lower

Actual:
272 ft.

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900120261

LUST:

Region:	STATE
Global Id:	T0603700522
Latitude:	34.052593
Longitude:	-118.238661
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/30/1997

VETERANS AFFAIRS OUTPATIENT CL (Continued) **S102590721**

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	AS
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900120261
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id:	T0603700522
Contact Type:	Regional Board Caseworker
Contact Name:	ADNAN SIDDIQUI
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	LOS ANGELES
Email:	asiddiqui@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603700522
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

LUST:

Global Id:	T0603700522
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603700522
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900120261
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Not reported
Global ID:	T0603700522
W Global ID:	W0605100649
Staff:	AS

VETERANS AFFAIRS OUTPATIENT CL (Continued) **S102590721**

Local Agency:	19050	
Cross Street:	ALAMEDA ST	
Enforcement Type:	Not reported	
Date Leak Discovered:	6/22/1984	
Date Leak First Reported:		7/1/1985
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/17/1997
Date the Case was Closed:		7/30/1997
How Leak Discovered:	Subsurface Monitoring	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	OLD CASE #030389-03	
Water System:	DAVE GRIFFITH L A D W P	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		3324.362961424276392333334 2148
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		3/3/1989
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	VETERANS AFFAIRS OUTPATIENT CL	
RP Address:	351 TEMPLE ST E, LOS ANGELES 90012	
Program:	LUST	
Lat/Long:	34.0518249 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	2600649-001GEN	
Summary:	SUBSURFACE INVESTIGATION DONE TO DETERMINE LOCATION OF POSSIBLE FORMER GAS UGT. SOIL AND GROUNDWATER CONTAMINATION WAS FOUND. NEW CONSTRUCTION HAS PROBABLY CHANGED THIS AREA CONSIDERABLY. ONLY RPT DATED 7-1-85.	

R77
WNW
1/8-1/4
0.236 mi.
1248 ft.

LOS ANGELES STATE OFFICE BUILD
107 S BROADWAY STE 1007
LOS ANGELES, CA 90012

Site 2 of 4 in cluster R

HIST UST **U001560524**
N/A

Relative:
Higher

Actual:
299 ft.

HIST UST:

Region:	STATE
Facility ID:	00000033915
Facility Type:	Other
Other Type:	OFFICE
Total Tanks:	0002
Contact Name:	MEL GILLIARD,
Telephone:	2136203370
Owner Name:	STATE OF CALIFORNIA
Owner Address:	107 SOUTH BROADWAY, ROOM 1007
Owner City,St,Zip:	LOS ANGELES, CA 90012
Tank Num:	001
Container Num:	(1)
Year Installed:	1959
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Visual
Tank Num:	002
Container Num:	(2)
Year Installed:	1982
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

R78
WNW
1/8-1/4
0.236 mi.
1248 ft.

LOS ANGELES STATE OFFICE BUILD
107 S BROADWAY
LOS ANGELES, CA 90012

Site 3 of 4 in cluster R

CA FID UST **S101617142**
SWEEPS UST **N/A**
HAZNET

Relative:
Higher

Actual:
299 ft.

CA FID UST:

Facility ID:	19019019
Regulated By:	UTNKI
Regulated ID:	00033915
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2136203370
Mail To:	Not reported
Mailing Address:	107 S BROADWAY
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900120000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

LOS ANGELES STATE OFFICE BUILD (Continued) **S101617142**

SWEEPS UST:

Status:	Not reported
Comp Number:	1882
Number:	Not reported
Board Of Equalization:	44-002878
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001882-000001
Actv Date:	Not reported
Capacity:	5000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	DIESEL
Number Of Tanks:	2

Status:	Not reported
Comp Number:	1882
Number:	Not reported
Board Of Equalization:	44-002878
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001882-000002
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	68138
Number:	Not reported
Board Of Equalization:	44-014697
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	26-000-068138-000001
Actv Date:	Not reported
Capacity:	7500
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	DIESEL
Number Of Tanks:	2

Status:	Not reported
Comp Number:	68138
Number:	Not reported
Board Of Equalization:	44-014697
Ref Date:	Not reported

LOS ANGELES STATE OFFICE BUILD (Continued) **S101617142**

Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	26-000-068138-000002
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

HAZNET:

Year:	2007
Gepaid:	CAL000273999
Contact:	NORMA QUON/DEPUTY PROPERTY MGR
Telephone:	2138943573
Mailing Name:	Not reported
Mailing Address:	312 N SPRING ST STE 1020 NORMA QUON
Mailing City,St,Zip:	LOS ANGELES, CA 90012
Gen County:	Los Angeles
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Waste Category:	Waste oil and mixed oil
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	2.05
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000273999
Contact:	NORMA QUON/DEPUTY PROPERTY MGR
Telephone:	2138943573
Mailing Name:	Not reported
Mailing Address:	312 N SPRING ST STE 1020 NORMA QUON
Mailing City,St,Zip:	LOS ANGELES, CA 90012
Gen County:	Los Angeles
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	16.68
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000273999
Contact:	NORMA QUON/DEPUTY PROPERTY MGR
Telephone:	2138943573
Mailing Name:	Not reported
Mailing Address:	312 N SPRING ST STE 1020 NORMA QUON
Mailing City,St,Zip:	LOS ANGELES, CA 90012
Gen County:	Los Angeles
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery

LOS ANGELES STATE OFFICE BUILD (Continued) **S101617142**

(H010-H129) Or (H131-H135)
Tons: 129.32
Facility County: Los Angeles

Year: 2007
Gepaid: CAC002561599
Contact: LORENZO DAVIS/BUILDING MGR
Telephone: 2138944984
Mailing Name: Not reported
Mailing Address: 312 N SPRING ST STE 1020
Mailing City,St,Zip: LOS ANGELES, CA 90012
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 98
Facility County: Los Angeles

Year: 2007
Gepaid: CAC002561599
Contact: LORENZO DAVIS/BUILDING MGR
Telephone: 2138944984
Mailing Name: Not reported
Mailing Address: 312 N SPRING ST STE 1020
Mailing City,St,Zip: LOS ANGELES, CA 90012
Gen County: Los Angeles
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Waste Category: Unspecified organic liquid mixture
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 1.87
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
32 additional CA_HAZNET: record(s) in the EDR Site Report.

R79 **CALIFORNIA DEPT OF JUSTICE** **RCRA-SQG 1000252205**
WNW **107 S BROADWAY RM 3131** **FINDS CAD980673743**
1/8-1/4 **LOS ANGELES, CA 90012**
0.236 mi.
1248 ft. **Site 4 of 4 in cluster R**

Relative:
Higher

Actual:
299 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: CALIFORNIA DEPT OF JUSTICE
Facility address: 107 S BROADWAY RM 3131
LOS ANGELES, CA 90012
EPA ID: CAD980673743
Mailing address: S BROADWAY RM 3131
LOS ANGELES, CA 90012
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported

CALIFORNIA DEPT OF JUSTICE (Continued) **1000252205**

Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: STATE OF CALIFORNIA
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002670244

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport,

CALIFORNIA DEPT OF JUSTICE (Continued) **1000252205**

and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

S80 **USVA OUTPATIENT CLINIC** **RCRA-SQG** **1000820626**
ESE **351 E TEMPLE** **FINDS** **CA9360090618**
1/8-1/4 **LOS ANGELES, CA 90012** **HAZNET**
0.236 mi.
1248 ft. **Site 2 of 2 in cluster S**

Relative:
Lower

Actual:
272 ft.

RCRA-SQG:

Date form received by agency:	10/20/1992
Facility name:	USVA OUTPATIENT CLINIC
Facility address:	351 E TEMPLE LOS ANGELES, CA 90012
EPA ID:	CA9360090618
Mailing address:	E TEMPLE LOS ANGELES, CA 90012
Contact:	LORI PERSON
Contact address:	351 E TEMPLE LOS ANGELES, CA 90012
Contact country:	US
Contact telephone:	(213) 894-5289
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	USVA OUTPATIENT CLINIC
Owner/operator address:	351 E TEMPLE LOS ANGELES, CA 90012
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 894-5289
Legal status:	Federal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No

USVA OUTPATIENT CLINIC (Continued) **1000820626**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002626025

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year:	2011
Gepaid:	CA9360090618
Contact:	JOSEPH OLSON
Telephone:	3102683371
Mailing Name:	Not reported
Mailing Address:	11301 WILSHIRE BLVD BLDG 218
Mailing City,St,Zip:	LOS ANGELES, CA 900731003
Gen County:	Not reported
TSD EPA ID:	CAD982444481
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.14
Facility County:	Los Angeles

Year:	2011
Gepaid:	CA9360090618
Contact:	JOSEPH OLSON
Telephone:	3102683371
Mailing Name:	Not reported
Mailing Address:	11301 WILSHIRE BLVD BLDG 218
Mailing City,St,Zip:	LOS ANGELES, CA 900731003
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.38
Facility County:	Los Angeles

USVA OUTPATIENT CLINIC (Continued) **1000820626**

Year:	2000
Gepaid:	CA9360090618
Contact:	USVA OUTPATIENT CLINIC
Telephone:	2138945289
Mailing Name:	Not reported
Mailing Address:	351 E TEMPLE ST
Mailing City,St,Zip:	LOS ANGELES, CA 900123328
Gen County:	Los Angeles
TSD EPA ID:	CAD089446710
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Not reported
Tons:	.1668
Facility County:	Los Angeles

Year:	2000
Gepaid:	CA9360090618
Contact:	USVA OUTPATIENT CLINIC
Telephone:	2138945289
Mailing Name:	Not reported
Mailing Address:	351 E TEMPLE ST
Mailing City,St,Zip:	LOS ANGELES, CA 900123328
Gen County:	Los Angeles
TSD EPA ID:	CAD089446710
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	.2293
Facility County:	Los Angeles

Year:	2000
Gepaid:	CA9360090618
Contact:	USVA OUTPATIENT CLINIC
Telephone:	2138945289
Mailing Name:	Not reported
Mailing Address:	351 E TEMPLE ST
Mailing City,St,Zip:	LOS ANGELES, CA 900123328
Gen County:	Los Angeles
TSD EPA ID:	CAD089446710
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	.6879
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
26 additional CA_HAZNET: record(s) in the EDR Site Report.

T81 **PHASE II MALL ARCHIVES** **HIST UST** **U001562359**
NW **145 N BROADWAY** **N/A**
1/8-1/4 **LOS ANGELES, CA 90063**
0.239 mi.
1263 ft. **Site 1 of 3 in cluster T**

Relative:
Higher

Actual:
319 ft.

HIST UST:

Region:	STATE
Facility ID:	00000020713
Facility Type:	Other
Other Type:	CO. ARCHIVES
Total Tanks:	0001
Contact Name:	L.A. COUNTY MECHANICAL DEPARTM
Telephone:	2132672242
Owner Name:	LOS ANGELES COUNTY MECHANICAL
Owner Address:	1100 N. EASTERN AVE.
Owner City,St,Zip:	LOS ANGELES, CA 90063
Tank Num:	001
Container Num:	#1
Year Installed:	1968
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

T82 **AUTO PARK 10** **UST** **U003780769**
NW **145 N BROADWAY** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.239 mi.
1263 ft. **Site 2 of 3 in cluster T**

Relative:
Higher

Actual:
319 ft.

UST:

Facility ID:	24326
Latitude:	34.05459
Longitude:	-118.24463

T83 **PHASE II MALL ARCHIVES** **CA FID UST** **S101617589**
NW **145 N BROADWAY** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90063** **LOS ANGELES CO. HMS**
0.239 mi. **HAZNET**
1263 ft. **Site 3 of 3 in cluster T**

Relative:
Higher

Actual:
319 ft.

CA FID UST:

Facility ID:	19055401
Regulated By:	UTNKA
Regulated ID:	00020713
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132672242
Mail To:	Not reported
Mailing Address:	1100 N EASTERN AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900630000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported

PHASE II MALL ARCHIVES (Continued) **S101617589**

NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: A
Comp Number: 1456
Number: 4
Board Of Equalization: 44-011798
Ref Date: 03-09-93
Act Date: 03-09-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001456-000001
Actv Date: 04-20-88
Capacity: 5000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: 1

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 012458-012608
Facility Type: Not reported
Facility Status: OPEN
Area: 3F
Permit Number: Not reported
Permit Status: Not reported

HAZNET:
Year: 1995
Gepaid: CAC000907024
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: ISD
Mailing City,St,Zip: LOS ANGELES, CA 900200000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .2085
Facility County: Los Angeles

U84 **LOS ANGELES TIMES** **CA FID UST** **S101584467**
WNW **130 S BROADWAY** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.239 mi.
1264 ft. **Site 1 of 2 in cluster U**

Relative:
Higher

Actual:
298 ft.

CA FID UST:

Facility ID:	19011693
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	130 S BROADWAY
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900120000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	7269
Number:	Not reported
Board Of Equalization:	Not reported
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	0

V85 **MOBIL #11-HDH** **HIST CORTESE** **S104406273**
ENE **520 ALAMEDA ST N** **LUST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.240 mi.
1269 ft. **Site 1 of 10 in cluster V**

Relative:
Lower

Actual:
278 ft.

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900120243

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900120243A

MOBIL #11-HDH (Continued) **S104406273**

LUST:

Region:	STATE
Global Id:	T0603700519
Latitude:	34.052861
Longitude:	-118.2379686
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/18/1996
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900120243
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id:	T0603700519
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603700519
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

LUST:

Global Id:	T0603700519
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped

Global Id:	T0603700519
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603700519
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

Region: STATE

MOBIL #11-HDH (Continued) **S104406273**

Global Id:	T0603700520
Latitude:	34.052861
Longitude:	-118.2379686
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	09/30/2005
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	CET
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900120243A
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id:	T0603700520
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700520
Contact Type:	Regional Board Caseworker
Contact Name:	CHANDRA TYLER
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	cetyler@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603700520
Action Type:	REMEDIATION
Date:	01/01/1950
Action:	Excavation

Global Id:	T0603700520
Action Type:	ENFORCEMENT
Date:	10/08/2003
Action:	Staff Letter

Global Id:	T0603700520
Action Type:	ENFORCEMENT
Date:	09/30/2005
Action:	Site Visit / Inspection / Sampling

Global Id:	T0603700520
Action Type:	RESPONSE
Date:	11/10/2003
Action:	Other Report / Document

MOBIL #11-HDH (Continued) **S104406273**

Global Id: T0603700520
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700520
Action Type: ENFORCEMENT
Date: 09/30/2005
Action: Closure/No Further Action Letter

Global Id: T0603700520
Action Type: RESPONSE
Date: 10/22/2004
Action: Well Installation Report

Global Id: T0603700520
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700520
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700520
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700520
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603700520
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700520
Action Type: RESPONSE
Date: 01/12/2004
Action: Soil and Water Investigation Workplan

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900120243
Status: Case Closed
Substance: Waste Oil
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported

MOBIL #11-HDH (Continued) **S104406273**

Global ID:	T0603700519		
W Global ID:	W0605100649		
Staff:	UNK		
Local Agency:	19050		
Cross Street:	COMMERCIAL		
Enforcement Type:	Not reported		
Date Leak Discovered:	10/22/1986		
Date Leak First Reported:		10/28/1986	
Date Leak Record Entered:	12/31/1986		
Date Confirmation Began:	Not reported		
Date Leak Stopped:	10/22/1986		
Date Case Last Changed on Database:		Not reported	
Date the Case was Closed:		7/18/1996	
How Leak Discovered:	Tank Test		
How Leak Stopped:	Not reported		
Cause of Leak:	UNK		
Leak Source:	Tank		
Operator:	KAKU, R. OLD CASE #000747		
Water System:	DAVE GRIFFITH L A D W P		
Well Name:	Not reported		
Approx. Dist To Production Well (ft):		3121.377804802281952034429 3656	
Source of Cleanup Funding:		Tank	
Preliminary Site Assessment Workplan Submitted:		Not reported	
Preliminary Site Assessment Began:		Not reported	
Pollution Characterization Began:		11/28/1988	
Remediation Plan Submitted:		Not reported	
Remedial Action Underway:		Not reported	
Post Remedial Action Monitoring Began:		Not reported	
Enforcement Action Date:		Not reported	
Historical Max MTBE Date:		Not reported	
Hist Max MTBE Conc in Groundwater:		Not reported	
Hist Max MTBE Conc in Soil:		Not reported	
Significant Interim Remedial Action Taken:		Not reported	
GW Qualifier:	Not reported		
Soil Qualifier:	Not reported		
Organization:	Not reported		
Owner Contact:	Not reported		
Responsible Party:	MOBIL OIL CORPORATION		
RP Address:	3225 GALLOW RD, RM #6W319, FAIRFAX, VA 22037-0001		
Program:	LUST		
Lat/Long:	34.0527699 / -1		
Local Agency Staff:	PEJ		
Beneficial Use:	Not reported		
Priority:	Not reported		
Cleanup Fund Id:	Not reported		
Suspended:	Not reported		
Assigned Name:	2600649-001GEN		
Summary:	B11B FILE ALSO CLOSED BY DAB'S GROUP		23JULY96

V86 **MOBIL #18-HDH** **LUST** **S104406274**
ENE **520 ALAMEDA ST N** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.240 mi.
1269 ft. **Site 2 of 10 in cluster V**

Relative:
Lower

Actual:
278 ft.

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900120243A	
Status:	Pollution Characterization	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		OT
Global ID:	T0603700520	
W Global ID:	W0605100649	
Staff:	CEC	
Local Agency:	19050	
Cross Street:	ALAMEDA/COMMERCIAL	
Enforcement Type:	SEL	
Date Leak Discovered:	6/24/1999	
Date Leak First Reported:		7/7/1999
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/30/1999
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Other Source	
Operator:	Not reported	
Water System:	DAVE GRIFFITH L A D W P	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		3121.377804802281952034429 3656
Source of Cleanup Funding:		Other Source
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		1/7/2004
Pollution Characterization Began:		1/12/2004
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		5/10/2003
Hist Max MTBE Conc in Groundwater:		16.9
Hist Max MTBE Conc in Soil:		1.2
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	=	
Soil Qualifier:	=	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	PATRICK TOELKES	
RP Address:	3700 W. 190TH ST. TPT2	
Program:	LUST	
Lat/Long:	34.0527699 / -1	
Local Agency Staff:	Not reported	

MOBIL #18-HDH (Continued) **S104406274**

Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	2600649-001GEN
Summary:	SPILL BOX/PROBE FAILED. BOTH PROBLEMS HAVE BEEN CORRECTED.

V87 **ALAMEDA MOBIL SERVICE INC** **CA FID UST** **S101582721**
ENE **520 N ALAMEDA ST** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012** **CHMIRS**
0.241 mi.
1270 ft. **Site 3 of 10 in cluster V**

Relative:
Lower

Actual:
277 ft.

CA FID UST:

Facility ID:	19001184
Regulated By:	UTNKA
Regulated ID:	00041708
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2136234301
Mail To:	Not reported
Mailing Address:	P O BOX
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900120000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	A
Comp Number:	2336
Number:	1
Board Of Equalization:	44-012294
Ref Date:	03-09-93
Act Date:	03-09-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002336-000001
Actv Date:	04-20-88
Capacity:	8000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	6

Status:	A
Comp Number:	2336
Number:	1
Board Of Equalization:	44-012294
Ref Date:	03-09-93
Act Date:	03-09-93
Created Date:	02-29-88

ALAMEDA MOBIL SERVICE INC (Continued) **S101582721**

Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002336-000002
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: A
Comp Number: 2336
Number: 1
Board Of Equalization: 44-012294
Ref Date: 03-09-93
Act Date: 03-09-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002336-000003
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: A
Comp Number: 2336
Number: 1
Board Of Equalization: 44-012294
Ref Date: 03-09-93
Act Date: 03-09-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002336-000004
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: A
Comp Number: 2336
Number: 1
Board Of Equalization: 44-012294
Ref Date: 03-09-93
Act Date: 03-09-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002336-000005
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL

ALAMEDA MOBIL SERVICE INC (Continued) **S101582721**

Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	A
Comp Number:	2336
Number:	1
Board Of Equalization:	44-012294
Ref Date:	03-09-93
Act Date:	03-09-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002336-000006
Actv Date:	04-20-88
Capacity:	550
Tank Use:	OIL
Stg:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported

CHMIRS:

OES Incident Number:	03-2720	
OES notification:	5/27/200308:30:36 AM	
OES Date:	Not reported	
OES Time:	Not reported	
Incident Date:	Not reported	
Date Completed:	**Not reported**	
Property Use:	Not reported	
Agency Id Number:	Not reported	
Agency Incident Number:	Not reported	
Time Notified:	Not reported	
Time Completed:	Not reported	
Surrounding Area:	Not reported	
Estimated Temperature:	Not reported	
Property Management:	Not reported	
Special Studies 1:	Not reported	
Special Studies 2:	Not reported	
Special Studies 3:	Not reported	
Special Studies 4:	Not reported	
Special Studies 5:	Not reported	
Special Studies 6:	Not reported	
More Than Two Substances Involved?:		Not reported
Resp Agncy Personel # Of Decontaminated:		Not reported
Responding Agency Personel # Of Injuries:		Not reported
Responding Agency Personel # Of Fatalities:		Not reported
Others Number Of Decontaminated:		Not reported
Others Number Of Injuries:		Not reported
Others Number Of Fatalities:		Not reported
Vehicle Make/year:	Not reported	
Vehicle License Number:	Not reported	
Vehicle State:	Not reported	
Vehicle Id Number:	Not reported	
CA/DOT/PUC/ICC Number:	Not reported	
Company Name:	Not reported	
Reporting Officer Name/ID:	Not reported	
Report Date:	Not reported	

ALAMEDA MOBIL SERVICE INC (Continued) **S101582721**

Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2003
Agency:	Veeder Root
Incident Date:	5/27/200312:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Service Station
E Date:	Not reported
Substance:	gasoline
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	0.000000
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	Station is be divested and results came back positive for contamination.

V88 **RICHARD KAKU** **HIST UST** **U001560536**
ENE **520 N ALAMEDA ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.241 mi.
1270 ft. **Site 4 of 10 in cluster V**

Relative:
Lower

Actual:
277 ft.

HIST UST:

Region:	STATE
Facility ID:	00000039757
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0003
Contact Name:	SAME
Telephone:	2136234301
Owner Name:	MOBIL OIL CORP
Owner Address:	612 S. FLOWER ST
Owner City,St,Zip:	LOS ANGELES, CA 90017

RICHARD KAKU (Continued) **U001560536**

Tank Num: 001
Container Num: 3
Year Installed: 1983
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1983
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000280
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor

V89 **MOBIL SERVICE STATION HDH** **UST** **U003781709**
ENE **520 N ALAMEDA ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.241 mi.
1270 ft. **Site 5 of 10 in cluster V**

Relative:
Lower

Actual:
277 ft.

UST:
Facility ID: 25487
Latitude: 34.05295
Longitude: -118.23797

V90 **RICHARDS FRIENDLY SERVICE** **RCRA-SQG** **1000239802**
ENE **520 N ALAMEDA ST** **FINDS** **CAD981577562**
1/8-1/4 **LOS ANGELES, CA 90012** **HIST UST**
0.241 mi.
1270 ft. **Site 6 of 10 in cluster V**

Relative:
Lower

Actual:
277 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: RICHARDS FRIENDLY SERVICE
Facility address: 520 N ALAMEDA ST
LOS ANGELES, CA 90012
EPA ID: CAD981577562
Mailing address: N ALAMEDA ST
LOS ANGELES, CA 90012
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported

RICHARDS FRIENDLY SERVICE (Continued) **1000239802**

Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: RICHARD KAKY
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002720850

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of

RICHARDS FRIENDLY SERVICE (Continued) **1000239802**

events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HIST UST:

Region:	STATE
Facility ID:	00000041708
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0003
Contact Name:	RICHARD KAKU
Telephone:	2136234301
Owner Name:	RICHARD KAKU
Owner Address:	520 N. ALAMEDA ST
Owner City,St,Zip:	LOS ANGELES, CA 90012
Tank Num:	001
Container Num:	1
Year Installed:	1983
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	None
Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Tank Construction:	Not reported
Leak Detection:	None
Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	None

V91 **EXXONMOBIL OIL CORPORATION NO 11252** **RCRA-SQG** **1008194481**
ENE **520 N. ALAMEDA ST** **CAL000050514**
1/8-1/4 **LOS ANGELES, CA 90012**
0.241 mi.
1270 ft. **Site 7 of 10 in cluster V**

Relative:
Lower

Actual:
277 ft.

RCRA-SQG:

Date form received by agency:	03/07/2004
Facility name:	EXXONMOBIL OIL CORPORATION NO 11252
Facility address:	520 N. ALAMEDA ST LOS ANGELES, CA 900123406
EPA ID:	CAL000050514

EXXONMOBIL OIL CORPORATION NO 11252 (Continued) **1008194481**

Mailing address: 12265 WEST BAYAUD AVE
LAKEWOOD, CO 80228
Contact: JOHN HOOVER
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (800) 253-8054
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: EXXONMOBIL OIL CORPORATION
Owner/operator address: 3225 GALLOWS RD
FAIRFAX, VA 22937
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 06/30/2003
Owner/Op end date: Not reported

Owner/operator name: EXXONMOBIL OIL CORPORATION
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 06/30/2003
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 03/07/2004

EXXONMOBIL OIL CORPORATION NO 11252 (Continued) **1008194481**

Facility name: EXXONMOBIL OIL CORPORATION NO 11252
Classification: Large Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Violation Status: No violations found

V92 **METROPOLITAN DETENTION CENTER** **UST** **U003781725**
ENE **535 N ALAMEDA ST** **HAZNET** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.241 mi.
1272 ft. **Site 8 of 10 in cluster V**

Relative:
Lower

Actual:
278 ft.

UST:
Facility ID: 25504
Latitude: 34.05312
Longitude: -118.23801

HAZNET:
Year: 2011
Gepaid: CAC002665730
Contact: TODD MCCAMPBELL
Telephone: 2132539528
Mailing Name: Not reported
Mailing Address: 535 N ALAMEDA ST
Mailing City,St,Zip: LOS ANGELES, CA 90012
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Tank bottom waste
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.3336
Facility County: Los Angeles

Year: 2003
Gepaid: CAL000194728
Contact: CHRIS VALENZUELA/MAINT FOREM/EX:112
Telephone: 2134850439
Mailing Name: Not reported
Mailing Address: 535 N ALAMEDA ST
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Unspecified organic liquid mixture
Disposal Method: Treatment, Tank
Tons: 0.1
Facility County: Los Angeles

METROPOLITAN DETENTION CENTER (Continued) **U003781725**

Year:	1998
Gepaid:	CAC001381072
Contact:	DEPT OF JUSTICE
Telephone:	2132539534
Mailing Name:	Not reported
Mailing Address:	535 N ALAMEDA ST
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD000088252
TSD County:	Los Angeles
Waste Category:	Other inorganic solid waste
Disposal Method:	Transfer Station
Tons:	.0050
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAC001381072
Contact:	DEPT OF JUSTICE
Telephone:	2132539534
Mailing Name:	Not reported
Mailing Address:	535 N ALAMEDA ST
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD000088252
TSD County:	Los Angeles
Waste Category:	Off-specification, aged or surplus inorganics
Disposal Method:	Transfer Station
Tons:	.0083
Facility County:	Los Angeles

V93 **USDOJ BP MDC LA** **RCRA-SQG 1000200349**
ENE **535 N ALAMEDA** **FINDS CA0151990496**
1/8-1/4 **LOS ANGELES, CA 90012**
0.241 mi.
1272 ft. **Site 9 of 10 in cluster V**

Relative:
Lower

Actual:
278 ft.

RCRA-SQG:

Date form received by agency:	08/26/1988
Facility name:	USDOJ BP MDC LA
Facility address:	535 N ALAMEDA LOS ANGELES, CA 90012
EPA ID:	CA0151990496
Mailing address:	N ALAMEDA LOS ANGELES, CA 90012
Contact:	ENVIRONMENTAL MANAGER
Contact address:	535 N ALAMEDA LOS ANGELES, CA 90012
Contact country:	US
Contact telephone:	(213) 798-4279
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

USDOJ BP MDC LA (Continued) **1000200349**

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Federal
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	US DEPT OF JUSTICE BOP
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Federal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002624786

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

W94 **GEE LUNG CO** **EDR Historical Cleaners** **1009186859**
NE **209 ALISO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.243 mi.
1284 ft. **Site 1 of 4 in cluster W**

Relative:
Higher

Actual:
283 ft.

EDR Historical Cleaners:

Name:	GEE LUNG CO
Year:	1924
Type:	LAUNDRIES ORIENTAL

W95 **YICK L** **EDR Historical Cleaners** **1009191554**
NE **213 ALISO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.243 mi.
1285 ft. **Site 2 of 4 in cluster W**

Relative:
Higher

Actual:
283 ft.

EDR Historical Cleaners:

Name:	YICK LEE CO
Year:	1929
Type:	LAUNDRIES ORIENTAL
Name:	YICK L
Year:	1933
Type:	CLOTHES PRESSERS AND CLEANERS
Name:	LEE SAM
Year:	1942
Type:	LAUNDRIES ORIENTAL

W96 **YICK SAM** **EDR Historical Cleaners** **1009190561**
NE **217 ALISO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.244 mi.
1286 ft. **Site 3 of 4 in cluster W**

Relative:
Higher

Actual:
283 ft.

EDR Historical Cleaners:

Name:	YICK SAM
Year:	1929
Type:	LAUNDRIES ORIENTAL
Name:	YICK SAM
Year:	1933
Type:	LAUNDRIES CHINESE

W97 **HOP YUN** **EDR Historical Cleaners** **1009192009**
NE **219 ALISO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.244 mi.
1288 ft. **Site 4 of 4 in cluster W**

Relative:
Higher

Actual:
283 ft.

EDR Historical Cleaners:

Name:	HOP YUN
Year:	1933
Type:	LAUNDRIES CHINESE

U98 **TRANSAMERICA OCCIDENTAL** **CA FID UST** **S101583738**
WNW **150 S BROADWAY** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90011**
0.245 mi.
1296 ft. **Site 2 of 2 in cluster U**

Relative: **Higher**

Actual: **298 ft.**

CA FID UST:

Facility ID:	19005822
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	150 S BROADWAY
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900110000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	7183
Number:	Not reported
Board Of Equalization:	Not reported
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	0

O99 **GLINN C W** **EDR Historical Auto Stations** **1009081853**
South **245 S SAN PEDRO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.247 mi.
1302 ft. **Site 3 of 3 in cluster O**

Relative: **Lower**

Actual: **269 ft.**

EDR Historical Auto Stations:

Name:	GLINN C W
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	KNICKREHM P L
Year:	1937
Type:	GASOLINE AND OIL SERVICE STATIONS

100
SE
1/8-1/4
0.248 mi.
1310 ft.

JAPANESE AMERICAN NATIONALMUSEUM
100 N CENTRAL AVE
LOS ANGELES, CA 90012

UST **U003781746**
N/A

Relative:
Lower

Actual:
272 ft.

UST:
Facility ID: 25528
Latitude: 34.04939
Longitude: -118.2391

V101
ENE
1/8-1/4
0.250 mi.
1318 ft.

CENTRAL DISTRICT YARD - LOS ANGELES DEPT
433 TEMPLE STREET
LOS ANGELES, CA 90012

Site 10 of 10 in cluster V

RCRA-LQG **1000102026**
FINDS **CAD000633057**

Relative:
Lower

Actual:
277 ft.

RCRA-LQG:
Date form received by agency: 06/09/2010
Facility name: CENTRAL DISTRICT YARD
Facility address: 433 TEMPLE STREET
LOS ANGELES, CA 90012
EPA ID: CAD000633057
Mailing address: 111 NORTH HOPE STREET
ROOM 1050
LOS ANGELES, CA 90012
Contact: MARK J SEDLACEK
Contact address: 111 NORTH HOPE STREET ROOM 1050
LOS ANGELES, CA 90012
Contact country: US
Contact telephone: (213) 367-0403
Contact email: MARK.SEDLACEK@LADWP.COM
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: LOS ANGELES DEPT WATER AND POWER
Owner/operator address: 111 N HOPE ST RM 1050
LOS ANGELES, CA 90012
Owner/operator country: Not reported
Owner/operator telephone: (213) 367-0403
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: LA DEPT. OF WATER & POWER

CENTRAL DISTRICT YARD - LOS ANGELES DEPT (Continued) **1000102026**

Owner/operator address: 111 NORTH HOPE STREET ROOM 1050
LOS ANGELES, CA 90012
Owner/operator country: US
Owner/operator telephone: (213) 367-0403
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: 01/01/1923
Owner/Op end date: Not reported

Owner/operator name: MARK J. SEDLACEK
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: 01/01/1923
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/27/2002
Facility name: CENTRAL DISTRICT YARD
Site name: CENTRAL DISTRICT YARD - LOS ANGELES DEPT
Classification: Large Quantity Generator

Date form received by agency: 02/27/2002
Facility name: CENTRAL DISTRICT YARD
Site name: CENTRAL DISTRICT YARD - LOS ANGELES DEPT
Classification: Small Quantity Generator

CENTRAL DISTRICT YARD - LOS ANGELES DEPT (Continued) **1000102026**

Date form received by agency: 06/05/2000
Facility name: CENTRAL DISTRICT YARD
Site name: LOS ANGELES D W P CENTRAL DISTRICT YARD
Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Facility name: CENTRAL DISTRICT YARD
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Facility name: CENTRAL DISTRICT YARD
Site name: LOS ANGELES D W P CENTRAL DISTRICT YARD
Classification: Small Quantity Generator

Date form received by agency: 03/09/1992
Facility name: CENTRAL DISTRICT YARD
Site name: CENTRAL DISTRICT YARD LOS ANGELES DEPART
Classification: Large Quantity Generator

Hazardous Waste Summary:
Waste code: 181
Waste name: 181

Waste code: 331
Waste name: 331

Waste code: 792
Waste name: 792

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D008
Waste name: LEAD

Waste code: D009
Waste name: MERCURY

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE

CENTRAL DISTRICT YARD - LOS ANGELES DEPT (Continued) **1000102026**

FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D008
Waste name: LEAD

Waste code: F001
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLOROETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE, AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F002
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F004
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: CRESOLS AND CRESYLIC ACID, AND NITROBENZENE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

CENTRAL DISTRICT YARD - LOS ANGELES DEPT (Continued) **1000102026**

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Biennial Reports:

Last Biennial Reporting Year: 2011

Annual Waste Handled:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 1030

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 9750

Waste code: D008
Waste name: LEAD
Amount (Lbs): 9750

Waste code: D009
Waste name: MERCURY
Amount (Lbs): 3

Violation Status: No violations found

FINDS:

Registry ID: 110000844230

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

102
North
1/4-1/2
0.308 mi.
1628 ft.

FACILITY 10723-2
301 BROADWAY
LOS ANGELES, CA 90012

HIST CORTESE **S105024588**
N/A

Relative:
Higher

Actual:
339 ft.

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 3058

X103
NW
1/4-1/2
0.316 mi.
1666 ft.

76 PRODUCTS STATION #1099
200 HILL
LOS ANGELES, CA 90033
Site 1 of 3 in cluster X

HIST CORTESE **S105024620**
N/A

Relative:
Higher

Actual:
342 ft.

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 911060025

X104
NW
1/4-1/2
0.337 mi.
1780 ft.

LA CO HALL OF ADMINIST.
500 TEMPLE ST W
LOS ANGELES, CA 90012
Site 2 of 3 in cluster X

HIST CORTESE **S102432399**
LUST **N/A**

Relative:
Higher

Actual:
341 ft.

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900120389

LUST:
Region: STATE
Global Id: T0603700533
Latitude: 34.056684
Longitude: -118.246368
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 09/06/1990
Lead Agency: LOS ANGELES, CITY OF
Case Worker: EL
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900120389
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

LUST:
Global Id: T0603700533

LA CO HALL OF ADMINIST. (Continued) **S102432399**

Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603700533
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

LUST:

Global Id:	T0603700533
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603700533
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

LUST REG 4:

Region:	4		
Regional Board:	04		
County:	Los Angeles		
Facility Id:	900120389		
Status:	Case Closed		
Substance:	Diesel		
Substance Quantity:	Not reported		
Local Case No:	Not reported		
Case Type:	Soil		
Abatement Method Used at the Site:		Not reported	
Global ID:	T0603700533		
W Global ID:	W0605100649		
Staff:	UNK		
Local Agency:	19050		
Cross Street:	GRAND		
Enforcement Type:	Not reported		
Date Leak Discovered:	10/9/1986		
Date Leak First Reported:		11/10/1987	
Date Leak Record Entered:	5/11/1988		
Date Confirmation Began:	Not reported		
Date Leak Stopped:	Not reported		
Date Case Last Changed on Database:		9/6/1990	
Date the Case was Closed:		9/6/1990	
How Leak Discovered:	Inventory Control		
How Leak Stopped:	Not reported		
Cause of Leak:	Not reported		

LA CO HALL OF ADMINIST. (Continued) **S102432399**

Leak Source:	Piping
Operator:	SARACCO, STEVE
Water System:	DAVE GRIFFITH L A D W P
Well Name:	Not reported
Approx. Dist To Production Well (ft):	1525.2275374567153284021524833
Source of Cleanup Funding:	Piping
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	11/10/1987
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	L.A. COUNTY HALL OF ADMINIST.
RP Address:	500 WEST TEMPLE AVE, LOS ANGELES, CA 90012
Program:	LUST
Lat/Long:	34.0573048 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	2600649-001GEN
Summary:	Not reported

X105 **LOS ANGELES CITY-TUJUNGA & SHE** **WMUDS/SWAT** **S100839295**
NW **500' E TUJUNGA, 500' N SHERMAN** **N/A**
1/4-1/2 **LOS ANGELES, CA**
0.337 mi.
1780 ft. **Site 3 of 3 in cluster X**

Relative:
Higher

Actual:
341 ft.

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	CITY OF LOS ANGELES
Agency Department:	Not reported
Agency Address:	Not reported

LOS ANGELES CITY-TUJUNGA & SHE (Continued) **S100839295**

Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	CITY OF LOS ANGELES
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	LT
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	4 190236NUR
Solid Waste Information ID:	Not reported

106
WSW
1/4-1/2
0.355 mi.
1872 ft.

BRADBURY BUILDING **LUST** **S108723423**
304 BROADWAY S. **N/A**
LOS ANGELES, CA 90013

Relative:
Higher

Actual:
287 ft.

LUST:

Region:	STATE
Global Id:	T0603783082
Latitude:	34.050809
Longitude:	-118.248129
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/19/2008
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	AT
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900130089
LOC Case Number:	25467
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

BRADBURY BUILDING (Continued) **S108723423**

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id:	T0603783082
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603783082
Contact Type:	Regional Board Caseworker
Contact Name:	ARMAN TOUMARI
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	atoumari@waterboards.ca.gov
Phone Number:	2135766708

LUST:

Global Id:	T0603783082
Action Type:	RESPONSE
Date:	10/31/2007
Action:	Other Report / Document

Global Id:	T0603783082
Action Type:	ENFORCEMENT
Date:	10/01/2007
Action:	Staff Letter

Global Id:	T0603783082
Action Type:	ENFORCEMENT
Date:	03/19/2008
Action:	Closure/No Further Action Letter

Global Id:	T0603783082
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603783082
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

107
SE
1/4-1/2
0.361 mi.
1906 ft.

MANGROVE ESTATE, B.V.
617 001ST ST E
LOS ANGELES, CA 90012

HIST CORTESE **S104406272**
LUST **N/A**

Relative:
Lower

Actual:
269 ft.

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900120225

LUST:

Region:	STATE
Global Id:	T0603700517
Latitude:	34.0488501
Longitude:	-118.2368958
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/15/1997
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900120225
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id:	T0603700517
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603700517
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

LUST:

Global Id:	T0603700517
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

MANGROVE ESTATE, B.V. (Continued) **S104406272**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900120225	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Excavate and Dispose
Global ID:	T0603700517	
W Global ID:	W0605100582	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	ALAMEDA ST.	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		9/17/1992
Date Leak Record Entered:	8/31/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		12/8/1998
Date the Case was Closed:		1/15/1997
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	OLD#092292-02	
Water System:	YMCA CAMP OF LOS ANGELES 2	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		3918.34475366795833414781506
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		8/17/1992
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	BLANK RP	
RP Address:	201 S SANTA FE AVE, SUITE 101, LOS ANGELES CA 90012	
Program:	LUST	
Lat/Long:	34.0488501 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

MANGROVE ESTATE, B.V. (Continued) **S104406272**

Assigned Name: 2600582-001GEN
Summary: 01/08/97 REQUEST FOR SITE CLOSURE 12/04/98
RESULTS OF BOICELL AND SOIL STOCKPILE SAMPLING

108
West
1/4-1/2
0.363 mi.
1916 ft.

TIMES MIRROR **HIST CORTESE** **S101297033**
240 HILL ST S **LUST** **N/A**
LOS ANGELES, CA 90012

Relative:
Higher

Actual:
318 ft.

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900120107

LUST:
Region: STATE
Global Id: T0603700509
Latitude: 34.051813
Longitude: -118.248431
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 08/19/1997
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: AS
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900120107
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Other Solvent or Non-Petroleum Hydrocarbon
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

LUST:
Global Id: T0603700509
Contact Type: Regional Board Caseworker
Contact Name: ADNAN SIDDIQUI
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: asiddiqui@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603700509
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

LUST:
Global Id: T0603700509

TIMES MIRROR (Continued) **S101297033**

Action Type: Other
Date: 01/01/1950
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900120107
Status: Case Closed
Substance: Hydrocarbons
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Remove Free Product
Global ID: T0603700509
W Global ID: W0605100582
Staff: AS
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 12/10/1991
Date Leak Record Entered: 12/11/1991
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 9/29/1997
Date the Case was Closed: 8/19/1997
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: YMCA CAMP OF LOS ANGELES 2
Well Name: Not reported
Approx. Dist To Production Well (ft): 1952.6467401634376073083642517
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 12/10/1991
Pollution Characterization Began: 9/25/1996
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: 1/1/1965
Hist Max MTBE Conc in Groundwater: 10
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Yes
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: TIME MIRROR
RP Address: TIMES MIRROR SQUARE, LOS ANGELES CA 90053
Program: LUST
Lat/Long: 34.052298 / -1

TIMES MIRROR (Continued) **S101297033**

Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: 2600582-001GEN
Summary: 03/03/97 - GW MONITORING OF WELLS 02/18/97, F.P. SHEEN IN MW-1 FREE PRODUCT REMEDIATED 9/24/97 - WELL ABANDONMENT

Y109 **CALTRANS - COMMERCIAL STREET PROPERTY** **SLIC** **S106485908**
ENE **501 E. COMMERCIAL STREET** **N/A**
1/4-1/2 **LOS ANGELES, CA 90012**
0.382 mi.
2015 ft. **Site 1 of 2 in cluster Y**

Relative:
Lower

Actual:
280 ft.

SLIC:
Region: STATE
Facility Status: **Open - Site Assessment**
Status Date: 07/02/2009
Global Id: SLT43720718
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.053419
Longitude: -118.23472
Case Type: Cleanup Program Site
Case Worker: SSH
Local Agency: Not reported
RB Case Number: 1088
File Location: Regional Board
Potential Media Affected: Other Groundwater (uses other than drinking water), Soil, Under Investigation
Potential Contaminants of Concern: Benzene, Other Chlorinated Hydrocarbons, Vinyl chloride, Xylene, Heating Oil / Fuel Oil, Other Petroleum, Waste Oil / Motor / Hydraulic / Lubricating
Site History: The site was includes the street addreses 501 E. Commercial Street, 531 E. Commercial Street, and 516 Aliso Street in Los Angeles. The eastern portion of the site was occupied from approximately earlier than 1929 by the Maier Brewing Company (MBC) brewery. The areas within the brewery included a blacksmith and repair shop, copper shop, kettle and mash tubs, and a beer cellar. The western third of the site was occupied by a wire and metal works shop, truck storage and shops. In addition, an auto painting facility (existing between 1906 and 1929) was identified on this portion of the site. In 1965, the western portion of the site (former parking lot) was transformed into a beer bottling and warehouse facility. By 1957, the brewery structures occupied the majority of the site. The brewery was demolished before the removal of seven underground storage tanks (USTs) in 1988. An asphalt paved parking lot occupied the site after the brewery was demolished. The documentation is not clear with regard to the precise location of each former UST. However, the USTs included the 3,000-gallon fuel oil tank (Tank No. 4), the 550-gallon waste oil tank (Tanks No. 5), and the 6,000-gallon fuel oil tanks (Tanks No. 6 and No. 7). Tanks No. 1 (10,000-gallon), No. 2 (10,000-gallon), and No. 3 (3,000-gallon) stored barley. Depth to groundwater has ranged from 32 to 40 feet below ground surface (bgs). Groundwater flows south to southwest. The site was part of the

CALTRANS - COMMERCIAL STREET PROPERTY (Continued) **S106485908**

realignment of ramps which allows ingress and egress to State Route 101. The properties at 501 and 531 E. Commercial Street are currently used by State Route 101 ramp. The property at 516 Aliso Street was graded, is an undeveloped land, and is currently not used by State Route 101 ramp.

Click here to access the California GeoTracker records for this facility:

Y110 **S & P COMMERCIAL PROPERTY** **HIST CORTESE** **S105024596**
ENE **501 COMMERCIAL** **SLIC** **N/A**
1/4-1/2 **LOS ANGELES, CA**
0.384 mi.
2029 ft. **Site 2 of 2 in cluster Y**

Relative:
Lower

Actual:
280 ft.

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900120270

SLIC REG 4:

Region:	4
Facility Status:	Site Assessment
SLIC:	1088
Substance:	TPH
Staff:	SSH

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111 **METRO RAIL** **SLIC** **S103547105**
NE **UNION STATION** **N/A**
1/4-1/2 **LOS ANGELES, CA 90023**
0.405 mi.
2141 ft.

Relative:
Higher

Actual:
282 ft.

SLIC:

Region:	STATE
Facility Status:	**Open**
Status Date:	01/01/1965
Global Id:	SLT43207205
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.056806
Longitude:	-118.235709
Case Type:	Cleanup Program Site
Case Worker:	MC
Local Agency:	Not reported
RB Case Number:	0311
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4

METRO RAIL (Continued) **S103547105**

Facility Status: No further action required
SLIC: 0311
Substance: TPH
Staff: Manjulika Chakarbarti

112
SW
1/4-1/2
0.437 mi.
2305 ft.

METRO RAIL CONSTRUCTION PROJ
425 MAIN ST
LOS ANGELES, CA 90013

RCRA-SQG **1000366293**
HIST CORTESE **CAD982030405**
CHMIRS
HAZNET

Relative:
Lower

Actual:
269 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: METRO RAIL CONSTRUCTION PROJ
Facility address: 425 MAIN ST
LOS ANGELES, CA 90013
EPA ID: CAD982030405
Mailing address: MAIN ST
LOS ANGELES, CA 90013
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: District
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: SO CALIF RTD
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: District
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No

METRO RAIL CONSTRUCTION PROJ (Continued) **1000366293**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	WBC&D
Reg Id:	4B192515001

CHMIRS:

OES Incident Number:	'10-6319
OES notification:	10/20/2010 2:44:00 PM
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported

METRO RAIL CONSTRUCTION PROJ (Continued) **1000366293**

Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Storm Drain
Spill Site:	Road
Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)
Other:	Not reported
Date/Time:	1141
Year:	2010
Agency:	California Trucking
Incident Date:	10/20/2010
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Storm Drain
E Date:	Not reported
Substance:	Diesel
Quantity Released:	75
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
Description:	Truck struck a wall causing the fuel to be released

HAZNET:

Year:	2010
Gepaid:	CAC002188282
Contact:	LUIS GONZALEZ
Telephone:	8184483059
Mailing Name:	Not reported
Mailing Address:	9600 VAN NUYS BL
Mailing City,St,Zip:	PANORAMA, CA 91420
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	2.28
Facility County:	Los Angeles

METRO RAIL CONSTRUCTION PROJ (Continued) **1000366293**

Year:	2010
Gepaid:	CAC002188282
Contact:	LUIS GONZALEZ
Telephone:	8184483059
Mailing Name:	Not reported
Mailing Address:	9600 VAN NUYS BL
Mailing City,St,Zip:	PANORAMA, CA 91420
Gen County:	Not reported
TSD EPA ID:	CAD044429835
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	1.375
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAD982030405
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	900 LYON
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Asbestos containing waste
Disposal Method:	Not reported
Tons:	4.2140
Facility County:	Los Angeles

113
South
1/4-1/2
0.447 mi.
2360 ft.

LOS ANGELES DIE CASTING **HAZNET** **1000102043**
340 CROCKER STREET. **EMI** **N/A**
LOS ANGELES, CA 90013 **ENVIROSTOR**

Relative:
Lower

Actual:
263 ft.

HAZNET:

Year:	2003
Gepaid:	CAD084340272
Contact:	HEMPHELL GREEN & ASSOC
Telephone:	9096580114
Mailing Name:	Not reported
Mailing Address:	333 S CENTRAL AVE FL 2
Mailing City,St,Zip:	LOS ANGELES, CA 900131724
Gen County:	Los Angeles
TSD EPA ID:	CAT000613935
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	1.43
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAL000255196
Contact:	MEL HAND/GEN MGR
Telephone:	2136242322
Mailing Name:	MEL HAND/GEN MGR

LOS ANGELES DIE CASTING (Continued) **1000102043**

Mailing Address:	2907 SUPPLY AVE
Mailing City,St,Zip:	COMMERCE, CA 900400000
Gen County:	Los Angeles
TSD EPA ID:	CAD982444481
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Transfer Station
Tons:	0.91
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAD084340272
Contact:	HEMPHELL GREEN & ASSOC
Telephone:	9096580114
Mailing Name:	Not reported
Mailing Address:	333 S CENTRAL AVE FL 2
Mailing City,St,Zip:	LOS ANGELES, CA 900131724
Gen County:	Los Angeles
TSD EPA ID:	Not reported
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.41
Facility County:	Not reported

Year:	2002
Gepaid:	CAD084340272
Contact:	HEMPHELL GREEN & ASSOC
Telephone:	9096580114
Mailing Name:	Not reported
Mailing Address:	333 S CENTRAL AVE FL 2
Mailing City,St,Zip:	LOS ANGELES, CA 900131724
Gen County:	Los Angeles
TSD EPA ID:	Not reported
TSD County:	99
Waste Category:	Oil/water separation sludge
Disposal Method:	Not reported
Tons:	1.23
Facility County:	Not reported

Year:	2002
Gepaid:	CAL000255196
Contact:	MEL HAND/GEN MGR
Telephone:	2136242322
Mailing Name:	Not reported
Mailing Address:	333 S CENTRAL AVE FL 2
Mailing City,St,Zip:	LOS ANGELES, CA 900131724
Gen County:	Los Angeles
TSD EPA ID:	Not reported
TSD County:	Los Angeles
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.77
Facility County:	Not reported

LOS ANGELES DIE CASTING (Continued) **1000102043**

Click this hyperlink while viewing on your computer to access
16 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	4197
Air District Name:	SC
SIC Code:	3369
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	21
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	3
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	4197
Air District Name:	SC
SIC Code:	3369
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	4197
Air District Name:	SC
SIC Code:	3369
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

ENVIROSTOR:

LOS ANGELES DIE CASTING (Continued) **1000102043**

Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Facility ID:	71003622
Site Code:	Not reported
Assembly:	53
Senate:	30
Special Program:	Not reported
Status:	Refer: Other Agency
Status Date:	Not reported
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.04554
Longitude:	-118.2408
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD084340272
Alias Type:	EPA Identification Number
Alias Name:	71003622
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1 Non-Submittal
Completed Date:	05/24/2001
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

114
East
1/4-1/2
0.459 mi.
2423 ft.

PBR REALTY LLC
531 COMMERCIAL ST
LOS ANGELES, CA 90012

LUST **S104773306**
SLIC **N/A**

Relative:
Lower

Actual:
279 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles

PBR REALTY LLC (Continued) **S104773306**

Facility Id:	900120270	
Status:	Post remedial action monitoring	
Substance:	Hydrocarbons	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Remove Free Product
Global ID:	T0603700523	
W Global ID:	W0605100649	
Staff:	EW	
Local Agency:	19050	
Cross Street:	Not reported	
Enforcement Type:	EF	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		4/8/1993
Date Leak Record Entered:	2/25/1993	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/12/2000
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	OLD CASE #121494-11	
Water System:	DAVE GRIFFITH L A D W P	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		3345.666336606099492218799609 2
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		3/19/1993
Pollution Characterization Began:		4/28/1994
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		9/8/2000
Enforcement Action Date:		8/14/2000
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		1.1
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	BYRON BALL	
RP Address:	100 SHORELINE HWY, BLDG. B, SUITE 395	
Program:	SLIC	
Lat/Long:	34.0532139 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	2600649-001GEN	
Summary:	10/10/00 3RD QTR GW MON RPT 2000	

PBR REALTY LLC (Continued) **S104773306**

SLIC:

Region:	STATE
Facility Status:	**Open - Verification Monitoring**
Status Date:	09/08/2000
Global Id:	T0603700523
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.0532139
Longitude:	-118.2355838
Case Type:	Cleanup Program Site
Case Worker:	TA
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900120270
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

115
WSW
1/4-1/2
0.468 mi.
2472 ft.

Relative:
Lower

Actual:
272 ft.

TWIN SPRINGS LLC **LUST** **S107619937**
433 SPRING STREET, SOUTH **N/A**
LOS ANGELES, CA CA

LUST:

Region:	STATE
Global Id:	T0603734500
Latitude:	34.048349
Longitude:	-118.249236
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	09/09/2011
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JW
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900130070
LOC Case Number:	32058
File Location:	Regional Board
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id:	T0603734500
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603734500
Contact Type:	Regional Board Caseworker

TWIN SPRINGS LLC (Continued) **S107619937**

Contact Name: JIMMIE WOO
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jwoo@waterboards.ca.gov
Phone Number: 2135766600

LUST:
Global Id: T0603734500
Action Type: ENFORCEMENT
Date: 03/29/2006
Action: Staff Letter

Global Id: T0603734500
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603734500
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603734500
Action Type: RESPONSE
Date: 05/26/2006
Action: Other Report / Document

Global Id: T0603734500
Action Type: ENFORCEMENT
Date: 09/16/2008
Action: Notice to Comply

Global Id: T0603734500
Action Type: ENFORCEMENT
Date: 09/09/2011
Action: Closure/No Further Action Letter

116
NW
1/4-1/2
0.473 mi.
2496 ft.

AUTO PARK 18 **LUST S106087764**
145 N GRAND AVE **HAZNET N/A**
LOS ANGELES, CA 90015

Relative:
Higher

Actual:
393 ft.

LUST:
Region: STATE
Global Id: T0603759109
Latitude: 34.056472
Longitude: -118.248125
Case Type: LUST Cleanup Site
Status: Open - Remediation
Status Date: 03/19/1996
Lead Agency: LOS ANGELES, CITY OF
Case Worker: TP
Local Agency: LOS ANGELES, CITY OF
RB Case Number: Not reported

AUTO PARK 18 (Continued) **S106087764**

LOC Case Number: XS0001048
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

LUST:
Global Id: T0603759109
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603759109
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603759109
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603759109
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

HAZNET:
Year: 2002
Gepaid: CAC002553214
Contact: BELINDA RAMIREZ
Telephone: 3232673137
Mailing Name: Not reported
Mailing Address: 1100 N EASTERN AVE
Mailing City,St,Zip: LOS ANGELES, CA 90063
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: San Bernardino
Waste Category: Unspecified oil-containing waste
Disposal Method: Transfer Station
Tons: 0.02
Facility County: Not reported

Year: 2002
Gepaid: CAC002553214

AUTO PARK 18 (Continued) **S106087764**

Contact:	BELINDA RAMIREZ
Telephone:	3232673137
Mailing Name:	Not reported
Mailing Address:	1100 N EASTERN AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90063
Gen County:	Los Angeles
TSD EPA ID:	Not reported
TSD County:	Los Angeles
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Transfer Station
Tons:	0.01
Facility County:	Not reported

Z117 **CATHEDRAL CHURCH** **SLIC** **S103547098**
NNW **555 TEMPLE** **N/A**
1/4-1/2 **LOS ANGELES, CA 90012**
0.479 mi.
2530 ft. **Site 1 of 2 in cluster Z**

Relative:
Higher

Actual:
393 ft.

SLIC REG 4:

Region:	4
Facility Status:	No further action required
SLIC:	0827
Substance:	VOCs
Staff:	JTL

Z118 **CATHEDRAL OF OUR LADY OF THE ANGELS** **SLIC** **S106485974**
NNW **555 W. TEMPLE STREET** **N/A**
1/4-1/2 **LOS ANGELES, CA**
0.482 mi.
2543 ft. **Site 2 of 2 in cluster Z**

Relative:
Higher

Actual:
392 ft.

SLIC:

Region:	STATE
Facility Status:	**Open**
Status Date:	01/01/1965
Global Id:	SLT4L8271878
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.058039
Longitude:	-118.245591
Case Type:	Cleanup Program Site
Case Worker:	JTL
Local Agency:	Not reported
RB Case Number:	0827
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

119
ENE
1/4-1/2
0.488 mi.
2578 ft.

SO CAL GAS/ALISO MGP, SECTOR A - EAST PARCEL
KELLER ST., VIGNES ST., AND 101 FREEWAY
LOS ANGELES, CA 90012

VCP
ENVIROSTOR

S102564461
N/A

Relative:
Higher

Actual:
282 ft.

VCP:

Facility ID:	19490240
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.2
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Site Code:	301005
Assembly:	51
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	08/18/2008
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.05431 / -118.2318
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	30001, 30019, 30024, 30025, 3002502, 30472
Confirmed COC:	30472-NO,30019-NO,30024-NO,30025-NO,30001-NO,3002502-NO
Potential Description:	OTH, SOIL
Alias Name:	ALISO A
Alias Type:	Alternate Name
Alias Name:	ALISO MANUFACTURED GAS PLANT
Alias Type:	Alternate Name
Alias Name:	ALISO STREET TOWNE GAS SITE
Alias Type:	Alternate Name
Alias Name:	ALISO/RAMIREZ
Alias Type:	Alternate Name
Alias Name:	ALLISO/RAMIREZ ST. TOWNE GAS SITE
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES GAS AND ELECTRIC
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS/ALISO A MGP
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS/ALISO-RAMIREZ MGP
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS/RAMIREZ (ALISO) MGP
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS/RAMIREZ MGP
Alias Type:	Alternate Name
Alias Name:	SO. CAL. GAS, ALISO A
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIF GAS CO - ALISO A
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS
Alias Type:	Alternate Name

SO CAL GAS/ALISO MGP, SECTOR A - EAST PARCEL (Continued) **S102564461**

Alias Name: SOUTHERN CALIFORNIA GAS CO., ALISO A
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS COMPANY
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS COMPANY - ALISO
Alias Type: Alternate Name
Alias Name: 110033609414
Alias Type: EPA (FRS #)
Alias Name: 300456
Alias Type: Project Code (Site Code)
Alias Name: 300615
Alias Type: Project Code (Site Code)
Alias Name: 300880
Alias Type: Project Code (Site Code)
Alias Name: 301005
Alias Type: Project Code (Site Code)
Alias Name: 19490240
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Mitigated Neg. Dec. (MND)
Completed Date: 02/23/1998
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 10/20/2000
Comments: DTSC entered into a Voluntary Cleanup Agreement (Agreement) with Southern California Gas Company (Proponent). The purpose of this Agreement is for the Proponent to conduct a Remedial Investigation/Feasibility Study to further characterize the existing soil and groundwater contamination and, if necessary, to prepare a removal action workplan and implement a removal action under the oversight of DTSC. If appropriate, the Proponent has agreed to implement a deed restriction for the Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 08/15/1996
Comments: On 08/15/1996 DTSC & The Gas Company executed a Consent Order for a Preliminary Endangerment Assessment for a portio (Sector A) of the former Aliso Manufactured Gas Plant Site - which is being investigated in 5 sectors or units. The "530 Ramirez" site (CalSites 19490235) is a portion of Sector A.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 01/04/1999
Comments: Transition to Chapter 6.5 - Amendment to the existing Consent Order, No. 96/97-008, signed by the RP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

SO CAL GAS/ALISO MGP, SECTOR A - EAST PARCEL (Continued) **S102564461**

Completed Document Type: Removal Action Workplan
Completed Date: 01/26/2004
Comments: Notices of Determination for Aliso Street Section A West Parcel and Sector A East Parcel were hand-delivered to the Governor's Office of Planning and Research on 1/26/2004.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 12/13/2002
Comments: Feasibility Study Report for Aliso Street Sector A.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/26/1997
Comments: PEA completed. Further investigation (RI/FS) warranted for the site as PAH, VOC, TPH, metals and cyanide contamination exist in both soil and groundwater.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 10/10/2007
Comments: DTSC provided a partial site certification letter, dated 10/10/07. Full site certification due upon investigation and remediation of groundwater.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2012
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Land Use Restriction
Schedule Due Date: 05/24/2012
Schedule Revised Date: Not reported

ENVIROSTOR:
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 1.2
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Chand Sultana
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Facility ID: 19490240
Site Code: 301005
Assembly: 51
Senate: 24
Special Program: Voluntary Cleanup Program
Status: Active
Status Date: 08/18/2008
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED

SO CAL GAS/ALISO MGP, SECTOR A - EAST PARCEL (Continued) **S102564461**

Funding:	Responsible Party
Latitude:	34.05431
Longitude:	-118.2318
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	30001, 30019, 30024, 30025, 3002502, 30472
Confirmed COC:	30472-NO,30019-NO,30024-NO,30025-NO,30001-NO,3002502-NO
Potential Description:	OTH, SOIL
Alias Name:	ALISO A
Alias Type:	Alternate Name
Alias Name:	ALISO MANUFACTURED GAS PLANT
Alias Type:	Alternate Name
Alias Name:	ALISO STREET TOWNE GAS SITE
Alias Type:	Alternate Name
Alias Name:	ALISO/RAMIREZ
Alias Type:	Alternate Name
Alias Name:	ALLISO/RAMIREZ ST. TOWNE GAS SITE
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES GAS AND ELECTRIC
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS/ALISO A MGP
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS/ALISO-RAMIREZ MGP
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS/RAMIREZ (ALISO) MGP
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS/RAMIREZ MGP
Alias Type:	Alternate Name
Alias Name:	SO. CAL. GAS, ALISO A
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIF GAS CO - ALISO A
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS CO., ALISO A
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS COMPANY
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS COMPANY - ALISO
Alias Type:	Alternate Name
Alias Name:	110033609414
Alias Type:	EPA (FRS #)
Alias Name:	300456
Alias Type:	Project Code (Site Code)
Alias Name:	300615
Alias Type:	Project Code (Site Code)
Alias Name:	300880
Alias Type:	Project Code (Site Code)
Alias Name:	301005
Alias Type:	Project Code (Site Code)
Alias Name:	19490240
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Initial Study/ Mitigated Neg. Dec. (MND)
Completed Date:	02/23/1998

SO CAL GAS/ALISO MGP, SECTOR A - EAST PARCEL (Continued) **S102564461**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 10/20/2000
Comments: DTSC entered into a Voluntary Cleanup Agreement (Agreement) with Southern California Gas Company (Proponent). The purpose of this Agreement is for the Proponent to conduct a Remedial Investigation/Feasibility Study to further characterize the existing soil and groundwater contamination and, if necessary, to prepare a removal action workplan and implement a removal action under the oversight of DTSC. If appropriate, the Proponent has agreed to implement a deed restriction for the Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 08/15/1996
Comments: On 08/15/1996 DTSC & The Gas Company executed a Consent Order for a Preliminary Endangerment Assessment for a portio (Sector A) of the former Aliso Manufactured Gas Plant Site - which is being investigated in 5 sectors or units. The "530 Ramirez" site (CalSites 19490235) is a portion of Sector A.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 01/04/1999
Comments: Transition to Chapter 6.5 - Amendment to the existing Consent Order, No. 96/97-008, signed by the RP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 01/26/2004
Comments: Notices of Determination for Aliso Street Section A West Parcel and Sector A East Parcel were hand-delivered to the Governor’s Office of Planning and Research on 1/26/2004.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 12/13/2002
Comments: Feasibility Study Report for Aliso Street Sector A.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/26/1997
Comments: PEA completed. Further investigation (RI/FS) warranted for the site as PAH, VOC, TPH, metals and cyanide contamination exist in both soil and groundwater.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report

SO CAL GAS/ALISO MGP, SECTOR A - EAST PARCEL (Continued) **S102564461**

Completed Date:	10/10/2007
Comments:	DTSC provided a partial site certification letter, dated 10/10/07. Full site certification due upon investigation and remediation of groundwater.
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Certification
Future Due Date:	2012
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Land Use Restriction
Schedule Due Date:	05/24/2012
Schedule Revised Date:	Not reported

120
South
1/4-1/2
0.489 mi.
2584 ft.

WEST COAST RECYCLING **SWRCY** **S107138340**
521 E 4TH ST **N/A**
LOS ANGELES, CA 90013

Relative:
Lower

Actual:
262 ft.

SWRCY:

Facility Phone Number:	Not reported
Whether The Facility Is Grandfathered:	N
Effective Date:	03/01/2006
Rural:	N
As Of:	06/11/2012
Party Number:	19022

121
NNW
1/2-1
0.555 mi.
2929 ft.

CENTRAL LOS ANGELES HIGH SCHOOL NO. 9 **SCH** **S105628502**
450 SOUTH GRAND VIEW STREET **ENVIROSTOR** **N/A**
LOS ANGELES, CA 90057

Relative:
Higher

Actual:
388 ft.

SCH:

Facility ID:	19730194
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	12
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304184
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	11/19/2004
Restricted Use:	NO

CENTRAL LOS ANGELES HIGH SCHOOL NO. 9 (Continued) **S105628502**

Funding:	School District
Latitude:	34.06129
Longitude:	-118.2758
APN:	5154032016
Past Use:	* BUSINESS SERVICES
Potential COC:	, 30577, 30005, 30407, 30001, 30191, 30154, 30587, 30272, 30018, 30594, 30013, 30593, 30003, 30156, 30578, 30137, 30550
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	CENTRAL LOS ANGELES HIGH SCH. #9 (PROP)
Alias Type:	Alternate Name
Alias Name:	CENTRAL LOS ANGELES HIGH SCHOOL #9
Alias Type:	Alternate Name
Alias Name:	LAUSD-NEW H.S.#9 MEDIA/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5154032016
Alias Type:	APN
Alias Name:	110002657777
Alias Type:	EPA (FRS #)
Alias Name:	304184
Alias Type:	Project Code (Site Code)
Alias Name:	19730194
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	DTSC entered into a Master Oversight Agreement (Agreement), (Docket Number HSA-A 99/00-051) with the Los Angeles Unified School District (LAUSD) on February 10, 2000.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/19/2004
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	03/25/2002
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	02/21/2001
Comments:	DTSC approved the PEA and concurred that no further environmental investigation or cleanup was required at this site.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	01/09/2004

CENTRAL LOS ANGELES HIGH SCHOOL NO. 9 (Continued) **S105628502**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/27/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/27/2004
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Site Type: School Investigation
Site Type Detailed: School
Acres: 12
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa

CENTRAL LOS ANGELES HIGH SCHOOL NO. 9 (Continued) **S105628502**

Division Branch: Southern California Schools & Brownfields Outreach
Facility ID: 19730194
Site Code: 304184
Assembly: 53
Senate: 24
Special Program: Not reported
Status: No Further Action
Status Date: 11/19/2004
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: School District
Latitude: 34.06129
Longitude: -118.2758
APN: 5154032016
Past Use: * BUSINESS SERVICES
Potential COC: , 30577, 30005, 30407, 30001, 30191, 30154, 30587, 30272, 30018, 30594, 30013, 30593, 30003, 30156, 30578, 30137, 30550
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: CENTRAL LOS ANGELES HIGH SCH. #9 (PROP)
Alias Type: Alternate Name
Alias Name: CENTRAL LOS ANGELES HIGH SCHOOL #9
Alias Type: Alternate Name
Alias Name: LAUSD-NEW H.S.#9 MEDIA/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 5154032016
Alias Type: APN
Alias Name: 110002657777
Alias Type: EPA (FRS #)
Alias Name: 304184
Alias Type: Project Code (Site Code)
Alias Name: 19730194
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: DTSC entered into a Master Oversight Agreement (Agreement), (Docket Number HSA-A 99/00-051) with the Los Angeles Unified School District (LAUSD) on February 10, 2000.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/19/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/25/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE

CENTRAL LOS ANGELES HIGH SCHOOL NO. 9 (Continued) **S105628502**

Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/21/2001
Comments: DTSC approved the PEA and concurred that no further environmental investigation or cleanup was required at this site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/27/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/27/2004
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

122
East
1/2-1
0.556 mi.
2936 ft.

SO CAL GAS/ALISO C MGP — **Manufactured Gas Plants** — **1008407705**
CENTER ST @ COMMERCIAL, DUCOMMUN AND JACKSON — **N/A**
LOS ANGELES, CA 90012

Relative:
Lower

Actual:
272 ft.

Manufactured Gas Plants:

The former Aliso Street manufactured Gas Plant covered approximately 52 acres in downtown Los Angeles. The site is being investigated as 5 sectors and an overall groundwater unit. The "C" sector consists of 16.4 acres south of the Hollywood (101) Freeeway, bisected by Center Street and bounded by Commercial, Ducommun and Jackson Streets. Sector C is further subdivided into Blocks G, K, L, N, O, Q, and R. Contaminants suspected include petroleum hydrocarbons, volatile organic compounds, cyanide,polycyclic aromatic hydrocarbons and heavy metals

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123
ENE
1/2-1
0.582 mi.
3073 ft.

SO CAL GAS/ALISO A MGP — **Manufactured Gas Plants** — **1008407703**
KELLER ST., VIGNES ST., AND 101 FREEWAY — **N/A**
LOS ANGELES, CA 90012

Relative:
Lower

Actual:
279 ft.

Manufactured Gas Plants:

The site was used for gas manufacturing beginning in approximately 1875 and ending in 1946. Expected contaminants include lampblack, tars, petroleum hydrocarbons, and possibly cyanide. The site is fully paved and there is no route of exposure unlessconstruction occurs.

124
East
1/2-1
0.602 mi.
3176 ft.

410 CENTER STREET-GREENWALD COMPANY — **HIST UST** — **U001560526**
410 CENTER STREET — **DEED** — **N/A**
LOS ANGELES, CA 90012 — **VCP**
ENVIROSTOR

Relative:
Lower

Actual:
271 ft.

HIST UST:

Region:	STATE
Facility ID:	00000016899
Facility Type:	Other
Other Type:	CRUDE OIL BULK PLANT
Total Tanks:	0000
Contact Name:	BRUCE MANLEY
Telephone:	2136285674
Owner Name:	MANLEY OIL COMPANY
Owner Address:	410 CENTER ST
Owner City,St,Zip:	LOS ANGELES, CA 90012
Tank Num:	001
Container Num:	1A
Year Installed:	1952
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	24 inches
Leak Detection:	Visual, Stock Inventor
Tank Num:	002
Container Num:	2A
Year Installed:	1952
Tank Capacity:	00010000
Tank Used for:	PRODUCT

410 CENTER STREET-GREENWALD COMPANY (Continued) **U001560526**

Type of Fuel: Not reported
Tank Construction: 24 inches
Leak Detection: Stock Inventor

DEED:
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: VOLUNTARY CLEANUP
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Deed Date(s): 12/05/2007

VCP:
Facility ID: 60000170
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.4
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager: Pete Cooke
Supervisor: Rita Kamat
Division Branch: Cleanup Chatsworth
Site Code: 301333
Assembly: 53
Senate: 24
Special Programs Code: Voluntary Cleanup Program
Status: Certified O&M - Land Use Restrictions Only
Status Date: 12/05/2007
Restricted Use: YES
Funding: Responsible Party
Lat/Long: 34.05131 / -118.2309
APN: 5173-021-002, 5173-021-003
Past Use: MANUFACTURED GAS PLANT, MACHINE SHOP, MANUFACTURED GAS PLANT
Potential COC: 30003, 30013, 30019, 30024, 30025, 30100, 30312, 30525, 30550, 30593, 30594, 30022, 30484
Confirmed COC: 30525-NO,30550-NO,30019-NO,30024-NO,30025-NO,30100-NO,30312-NO, 30003-NO,30013-NO,30593-NO,30594-NO,, ,30484,30022
Potential Description: OTH, SOIL, OTH, SV
Alias Name: Aliso Sector C, Block N
Alias Type: Alternate Name
Alias Name: Manley Oil
Alias Type: Alternate Name
Alias Name: 5173-021-002
Alias Type: APN
Alias Name: 5173-021-003
Alias Type: APN
Alias Name: 110033612892
Alias Type: EPA (FRS #)
Alias Name: 301001
Alias Type: Project Code (Site Code)
Alias Name: 301333
Alias Type: Project Code (Site Code)
Alias Name: 60000170
Alias Type: Envirostor ID Number

410 CENTER STREET-GREENWALD COMPANY (Continued) **U001560526**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	02/06/2004
Comments:	Block N - The Site Investigation Report was approved for the Site.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	09/09/2005
Comments:	RAW approved

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	11/03/2006
Comments:	Completion Report dated 30 Oct 06 accepted by DTSC

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	01/09/2006
Comments:	Fieldwork completed

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Technical Report
Completed Date:	01/23/2007
Comments:	Proposed work was performed without opportunity for DTSC review of document. No determination was made regarding the submitted work plan.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	02/19/2007
Comments:	Supplemental soil gas field work performed 15-19 Feb 07

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Characterization Report
Completed Date:	04/27/2007
Comments:	No change in site conditions

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	12/11/2008
Comments:	Annual Inspection Report accepted.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	01/01/2001
Comments:	Not reported

410 CENTER STREET-GREENWALD COMPANY (Continued) **U001560526**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Initial Study/ Neg. Declaration
Completed Date:	08/20/2004
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Land Use Restriction
Completed Date:	12/05/2007
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Consultative Service Agreement
Completed Date:	04/09/2007
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	12/14/2007
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

ENVIROSTOR:

Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	1.4
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Pete Cooke
Supervisor:	Rita Kamat
Division Branch:	Cleanup Chatsworth
Facility ID:	60000170
Site Code:	301333
Assembly:	53
Senate:	24
Special Program:	Voluntary Cleanup Program
Status:	Certified O&M - Land Use Restrictions Only
Status Date:	12/05/2007
Restricted Use:	YES
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.05131
Longitude:	-118.2309
APN:	5173-021-002, 5173-021-003

410 CENTER STREET-GREENWALD COMPANY (Continued) **U001560526**

Past Use: MANUFACTURED GAS PLANT, MACHINE SHOP, MANUFACTURED GAS PLANT
Potential COC: 30003, 30013, 30019, 30024, 30025, 30100, 30312, 30525, 30550, 30593, 30594, 30022, 30484
Confirmed COC: 30525-NO,30550-NO,30019-NO,30024-NO,30025-NO,30100-NO,30312-NO, 30003-NO,30013-NO,30593-NO,30594-NO,, ,30484,30022
Potential Description: OTH, SOIL, OTH, SV
Alias Name: Aliso Sector C, Block N
Alias Type: Alternate Name
Alias Name: Manley Oil
Alias Type: Alternate Name
Alias Name: 5173-021-002
Alias Type: APN
Alias Name: 5173-021-003
Alias Type: APN
Alias Name: 110033612892
Alias Type: EPA (FRS #)
Alias Name: 301001
Alias Type: Project Code (Site Code)
Alias Name: 301333
Alias Type: Project Code (Site Code)
Alias Name: 60000170
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 02/06/2004
Comments: Block N - The Site Investigation Report was approved for the Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 09/09/2005
Comments: RAW approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/03/2006
Comments: Completion Report dated 30 Oct 06 accepted by DTSC

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 01/09/2006
Comments: Fieldwork completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/23/2007
Comments: Proposed work was performed without opportunity for DTSC review of document. No determination was made regarding the submitted work plan.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

410 CENTER STREET-GREENWALD COMPANY (Continued) **U001560526**

Completed Document Type: Fieldwork
Completed Date: 02/19/2007
Comments: Supplemental soil gas field work performed 15-19 Feb 07

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 04/27/2007
Comments: No change in site conditions

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/11/2008
Comments: Annual Inspection Report accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/01/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 08/20/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 12/05/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consultative Service Agreement
Completed Date: 04/09/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/14/2007
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

AA125 **SO CAL GAS/ALISO MGP, SECTOR A - WEST PARCEL** **VCP** **S102564460**
ENE **KELLER ST, VIGNES ST, AND 101 FREEWAY** **ENVIROSTOR** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.625 mi.
3299 ft. **Site 1 of 4 in cluster AA**

Relative:
Lower

Actual:
280 ft.

VCP:

Facility ID:	19490235
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	3
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Site Code:	300456
Assembly:	53
Senate:	30
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	10/02/2008
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.05008 / -118.2531
APN:	5409-022-905
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	10196, 30003, 30013, 30019, 30024, 30025, 30550, 30593, 30594
Confirmed COC:	NONE SPECIFIED
Potential Description:	OTH, SOIL
Alias Name:	ALISO STREET TOWNE GAS SITE
Alias Type:	Alternate Name
Alias Name:	ALISO/RAMIREZ
Alias Type:	Alternate Name
Alias Name:	ALISO/RAMIREZ ST. TOWNE GAS SITE
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES GAS AND ELECTRIC
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS/ALISO-RAMIREZ MGP
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS/RAMIREZ MGP
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS COMPANY
Alias Type:	Alternate Name
Alias Name:	5409-022-905
Alias Type:	APN
Alias Name:	110033609414
Alias Type:	EPA (FRS #)
Alias Name:	300456
Alias Type:	Project Code (Site Code)
Alias Name:	19490235
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE

SO CAL GAS/ALISO MGP, SECTOR A - WEST PARCEL (Continued) **S102564460**

Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 01/04/1999
Comments: Transition to Chapter 6.5 - Amendment to the existing Consent Order, No. 96/97-064 signed by the RP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 07/07/1997
Comments: DTSC and The Gas Company signed a Consent Order calling for the preparation of a Removal Action Workplan and the implementation of a remedial action at the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/16/1994
Comments: A Remedial Action Consent Order is executed by the Depart- ment. The Order provides for the completion of a Remedial Investigation/Feasibility Study to determine the extent of removal/remedial action necessary to allow planned highway construction.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 06/16/1998
Comments: On June 16, 1998, DTSC approved the RAW for removal of contaminated soil at the site. Approximately 9000 cubic yards of contaminated soil will be removed. Soil contamination includes PAHs, VOCs and Metals.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 03/27/1997
Comments: RI/FS for soil only. Groundwater to be evaluated as part of the Towne Gas Study. Interim measures include, capping and removal of contaminated soil from top two feet.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 02/01/2007
Comments: VOC & PAH contaminated soil removed. Residual contamination to be addressed in overall groundwater investigation proposed for the entire 52-acre site.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2014
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Certification
Schedule Due Date: 06/24/2012

SO CAL GAS/ALISO MGP, SECTOR A - WEST PARCEL (Continued) **S102564460**

Schedule Revised Date: Not reported

ENVIROSTOR:
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 3
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Chand Sultana
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Facility ID: 19490235
Site Code: 300456
Assembly: 53
Senate: 30
Special Program: Voluntary Cleanup Program
Status: Active
Status Date: 10/02/2008
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.05008
Longitude: -118.2531
APN: 5409-022-905
Past Use: MANUFACTURED GAS PLANT
Potential COC: 10196, 30003, 30013, 30019, 30024, 30025, 30550, 30593, 30594
Confirmed COC: NONE SPECIFIED
Potential Description: OTH, SOIL
Alias Name: ALISO STREET TOWNE GAS SITE
Alias Type: Alternate Name
Alias Name: ALISO/RAMIREZ
Alias Type: Alternate Name
Alias Name: ALISO/RAMIREZ ST. TOWNE GAS SITE
Alias Type: Alternate Name
Alias Name: LOS ANGELES GAS AND ELECTRIC
Alias Type: Alternate Name
Alias Name: SO CAL GAS/ALISO-RAMIREZ MGP
Alias Type: Alternate Name
Alias Name: SO CAL GAS/RAMIREZ MGP
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS COMPANY
Alias Type: Alternate Name
Alias Name: 5409-022-905
Alias Type: APN
Alias Name: 110033609414
Alias Type: EPA (FRS #)
Alias Name: 300456
Alias Type: Project Code (Site Code)
Alias Name: 19490235
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

SO CAL GAS/ALISO MGP, SECTOR A - WEST PARCEL (Continued) **S102564460**

Completed Document Type: Amendment - Order/Agreement
Completed Date: 01/04/1999
Comments: Transition to Chapter 6.5 - Amendment to the existing Consent Order, No. 96/97-064 signed by the RP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 07/07/1997
Comments: DTSC and The Gas Company signed a Consent Order calling for the preparation of a Removal Action Workplan and the implementation of a remedial action at the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/16/1994
Comments: A Remedial Action Consent Order is executed by the Depart- ment. The Order provides for the completion of a Remedial Investigation/Feasibility Study to determine the extent of removal/remedial action necessary to allow planned highway construction.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 06/16/1998
Comments: On June 16, 1998, DTSC approved the RAW for removal of contaminated soil at the site. Approximately 9000 cubic yards of contaminated soil will be removed. Soil contamination includes PAHs, VOCs and Metals.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 03/27/1997
Comments: RI/FS for soil only. Groundwater to be evaluated as part of the Towne Gas Study. Interim measures include, capping and removal of contaminated soil from top two feet.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 02/01/2007
Comments: VOC & PAH contaminated soil removed. Residual contamination to be addressed in overall groundwater investigation proposed for the entire 52-acre site.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2014
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Certification
Schedule Due Date: 06/24/2012
Schedule Revised Date: Not reported

AA126 **ALISO SECTOR A DENNY'S PARCEL** **VCP** **S103988355**
ENE **530 RAMIREZ STREET** **HAZNET** **N/A**
1/2-1 **LOS ANGELES, CA 90012** **ENVIROSTOR**
0.625 mi.
3299 ft. **Site 2 of 4 in cluster AA**

Relative:
Lower

Actual:
280 ft.

VCP:

Facility ID:	60001379
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.4
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Site Code:	301005
Assembly:	51
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	Certified / Operation & Maintenance
Status Date:	02/19/2000
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.05473 / -118.2318
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	30024, 3002502
Confirmed COC:	30024,3002502
Potential Description:	OTH
Alias Name:	301005
Alias Type:	Project Code (Site Code)
Alias Name:	60001379
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	06/20/2000
Comments:	RACR approved.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Certification
Schedule Due Date:	06/26/2012
Schedule Revised Date:	Not reported
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Land Use Restriction
Schedule Due Date:	05/22/2012
Schedule Revised Date:	Not reported

ALISO SECTOR A DENNY'S PARCEL (Continued) **S103988355**

HAZNET:

Year:	1998
Gepaid:	CAC001409848
Contact:	SO CAL GAS CO
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	PO BOX 3249 ML 20B3
Mailing City,St,Zip:	LOS ANGELES, CA 900510000
Gen County:	Los Angeles
TSD EPA ID:	CAT000646117
TSD County:	Kings
Waste Category:	Other organic solids
Disposal Method:	Disposal, Land Fill
Tons:	30.3408
Facility County:	Los Angeles

ENVIROSTOR:

Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	1.4
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Facility ID:	60001379
Site Code:	301005
Assembly:	51
Senate:	24
Special Program:	Voluntary Cleanup Program
Status:	Certified / Operation & Maintenance
Status Date:	02/19/2000
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.05473
Longitude:	-118.2318
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	30024, 3002502
Confirmed COC:	30024,3002502
Potential Description:	OTH
Alias Name:	301005
Alias Type:	Project Code (Site Code)
Alias Name:	60001379
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	06/20/2000
Comments:	RACR approved.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported

ALISO SECTOR A DENNY'S PARCEL (Continued) **S103988355**

Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Certification
Schedule Due Date:	06/26/2012
Schedule Revised Date:	Not reported
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Land Use Restriction
Schedule Due Date:	05/22/2012
Schedule Revised Date:	Not reported

AA127 **SO CAL GAS/ALISO B MGP** **Manufactured Gas Plants** **1008407704**
ENE **555 RAMIREZ STREET** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.636 mi.
3356 ft. **Site 3 of 4 in cluster AA**

Relative:
Lower

Actual:
280 ft.

Manufactured Gas Plants:

The former Aliso Street Manufactured Gas Plant covered approximately 52 acres in downtown Los Angeles. The site is being investigated as 5 sectors and an overall groundwater unit. The "B" sector consists of 14 acres south of the Cesar Chavez Avenue,west of Keller Street, east of Lyon Street and north of Ramirez Street. Contaminants suspected include petroleum hydrocarbons, volatile organic compounds, cyanide, polycyclic aromatic hydrocarbons and heavy metals. See also Sites 19490235, 19490240,19490241, 19490242, 19490243, and 19490248. Sector D Former MGP Aliso Street Site History Sector D of the Aliso Street Towne Gas facility covers approximately 11 acres and was the sector historically used for lampblack pits, processing, and storage.An area of the sector was converted to 1,3-Butadiene production in the 1940s. The Metropolitan Transportation Authority (MTA) owns and currently uses the property for offices, storage, and maintenance of buses.

AA128 **LOS ANGELES CITY/DEPT OF TRANSPORTATION** **HIST CORTESE** **S103664837**
ENE **555 RAMIREZ AVE** **LUST** **N/A**
1/2-1 **LOS ANGELES, CA 90012** **VCP**
0.636 mi. **HAZNET**
3356 ft. **Site 4 of 4 in cluster AA** **ENVIROSTOR**

Relative:
Lower

Actual:
280 ft.

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900120398

LUST:

Region:	STATE
Global Id:	T0603700534
Latitude:	34.0542408
Longitude:	-118.2310237
Case Type:	LUST Cleanup Site
Status:	Open - Site Assessment
Status Date:	03/23/1993
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YL
Local Agency:	LOS ANGELES, CITY OF

LOS ANGELES CITY/DEPT OF TRANSPORTATION (Continued) **S103664837**

RB Case Number: 900120398
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Other Solvent or Non-Petroleum Hydrocarbon
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

LUST:
Global Id: T0603700534
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603700534
Contact Type: Regional Board Caseworker
Contact Name: MAGDY BAIADY
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: mbaiady@waterboards.ca.gov
Phone Number: 2135766699

LUST:
Global Id: T0603700534
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603700534
Action Type: ENFORCEMENT
Date: 12/12/2011
Action: Staff Letter

Global Id: T0603700534
Action Type: RESPONSE
Date: 01/12/2012
Action: Other Report / Document

Global Id: T0603700534
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700534
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603700534
Action Type: ENFORCEMENT
Date: 08/31/2011

LOS ANGELES CITY/DEPT OF TRANSPORTATION (Continued) **S103664837**

Action: Referral to Regional Board - #1

Global Id: T0603700534
Action Type: RESPONSE
Date: 06/22/2000
Action: Preliminary Site Assessment Report

Global Id: T0603700534
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700534
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700534
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700534
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700534
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700534
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700534
Action Type: RESPONSE
Date: 10/01/2000
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603700534
Action Type: RESPONSE
Date: 05/18/2000
Action: Other Report / Document

Global Id: T0603700534
Action Type: RESPONSE
Date: 06/21/2002
Action: Other Report / Document

Global Id: T0603700534
Action Type: RESPONSE
Date: 07/26/2005
Action: Remedial Progress Report

LOS ANGELES CITY/DEPT OF TRANSPORTATION (Continued) **S103664837**

Global Id:	T0603700534
Action Type:	RESPONSE
Date:	03/03/2000
Action:	Other Report / Document

VCP:

Facility ID:	19490244
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	14
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Site Code:	301054
Assembly:	51
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	01/19/2001
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.05446 / -118.2313
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	30003, 30013, 30019, 30024, 30025, 30100, 30312, 30525, 30550, 30593, 30594
Confirmed COC:	30525-NO,30550-NO,30019-NO,30024-NO,30025-NO,30100-NO,30312-NO, 30003-NO,30013-NO,30593-NO,30594-NO
Potential Description:	OTH, SOIL
Alias Name:	ALISO B
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS/ALISO B
Alias Type:	Alternate Name
Alias Name:	SO. CAL. GAS, ALISO B
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIF GAS CO - ALISO B
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS CO., ALISO B
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS COMPANY - ALISO
Alias Type:	Alternate Name
Alias Name:	110033609370
Alias Type:	EPA (FRS #)
Alias Name:	300805
Alias Type:	Project Code (Site Code)
Alias Name:	301054
Alias Type:	Project Code (Site Code)
Alias Name:	19490244
Alias Type:	Envirostor ID Number

LOS ANGELES CITY/DEPT OF TRANSPORTATION (Continued) **S103664837**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	10/25/1999
Comments:	DTSC entered into a Voluntary Cleanup Agreement with Southern California Gas Company to conduct a Preliminary Endangerment Assessment for the Site.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	06/07/2000
Comments:	Soil contamination exists onsite. Contaminants include PAHs and VOCs. A Remedial Investigation/Feasibility Study recommended.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	08/29/2005
Comments:	DTSC approved surface soil sampling at the Former Aliso Sector B site. Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	03/16/2007
Comments:	DTSC approved RI report.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

HAZNET:

Year:	2010
Gepaid:	CAL000110338
Contact:	DAN JOHNSON
Telephone:	2134852600
Mailing Name:	Not reported
Mailing Address:	555 RAMIREZ ST SPC 475
Mailing City,St,Zip:	LOS ANGELES, CA 900122592
Gen County:	Not reported
TSD EPA ID:	ARD981057870
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Not reported
Tons:	0.1
Facility County:	Los Angeles

Year:	2010

LOS ANGELES CITY/DEPT OF TRANSPORTATION (Continued) **S103664837**

Gepaid: CAL000110338
Contact: DAN JOHNSON
Telephone: 2134852600
Mailing Name: Not reported
Mailing Address: 555 RAMIREZ ST SPC 475
Mailing City,St,Zip: LOS ANGELES, CA 900122592
Gen County: Not reported
TSD EPA ID: ARD981057870
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Not reported
Tons: 0.1
Facility County: Los Angeles

Year: 2007
Gepaid: CAD980812879
Contact: CRAIG GREEB
Telephone: 2134852261
Mailing Name: Not reported
Mailing Address: 555 RAMIREZ AVE
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAT000613935
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.67
Facility County: Los Angeles

Year: 2006
Gepaid: CAD980812879
Contact: CRAIG GREEB
Telephone: 2134852261
Mailing Name: Not reported
Mailing Address: 555 RAMIREZ AVE
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAT000613935
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.18
Facility County: Los Angeles

Year: 2005
Gepaid: CAD980812879
Contact: CRAIG GREEB
Telephone: 2134852261
Mailing Name: Not reported
Mailing Address: 555 RAMIREZ AVE
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAT000613935
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station

LOS ANGELES CITY/DEPT OF TRANSPORTATION (Continued) **S103664837**

Tons: 0.64
Facility County: Not reported

Click this hyperlink while viewing on your computer to access
48 additional CA_HAZNET: record(s) in the EDR Site Report.

ENVIROSTOR:
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 14
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Chand Sultana
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Facility ID: 19490244
Site Code: 301054
Assembly: 51
Senate: 24
Special Program: Voluntary Cleanup Program
Status: Active
Status Date: 01/19/2001
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.05446
Longitude: -118.2313
APN: NONE SPECIFIED
Past Use: MANUFACTURED GAS PLANT
Potential COC: 30003, 30013, 30019, 30024, 30025, 30100, 30312, 30525, 30550, 30593, 30594
Confirmed COC: 30525-NO,30550-NO,30019-NO,30024-NO,30025-NO,30100-NO,30312-NO, 30003-NO,30013-NO,30593-NO,30594-NO
Potential Description: OTH, SOIL
Alias Name: ALISO B
Alias Type: Alternate Name
Alias Name: SO CAL GAS/ALISO B
Alias Type: Alternate Name
Alias Name: SO. CAL. GAS, ALISO B
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIF GAS CO - ALISO B
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS CO., ALISO B
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS COMPANY - ALISO
Alias Type: Alternate Name
Alias Name: 110033609370
Alias Type: EPA (FRS #)
Alias Name: 300805
Alias Type: Project Code (Site Code)
Alias Name: 301054
Alias Type: Project Code (Site Code)
Alias Name: 19490244
Alias Type: Envirostor ID Number

LOS ANGELES CITY/DEPT OF TRANSPORTATION (Continued) **S103664837**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	10/25/1999
Comments:	DTSC entered into a Voluntary Cleanup Agreement with Southern California Gas Company to conduct a Preliminary Endangerment Assessment for the Site.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	06/07/2000
Comments:	Soil contamination exists onsite. Contaminants include PAHs and VOCs. A Remedial Investigation/Feasibility Study recommended.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	08/29/2005
Comments:	DTSC approved surface soil sampling at the Former Aliso Sector B site. Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	03/16/2007
Comments:	DTSC approved RI report.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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129 **WEST SIXTH & BROADWAY PARTNERSHIP** **EMI** **S106835553**
WSW **314 W. SIXTH STREET** **ENVIROSTOR** **N/A**
1/2-1 **LOS ANGELES, CA 90014**
0.695 mi.
3668 ft.

Relative:
Lower

Actual:
265 ft.

EMI:

Year:	1990
County Code:	30
Air Basin:	SC
Facility ID:	57386
Air District Name:	SC
SIC Code:	3369
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0

WEST SIXTH & BROADWAY PARTNERSHIP (Continued) **S106835553**

Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

ENVIROSTOR:
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Facility ID: 71003112
Site Code: Not reported
Assembly: 53
Senate: 30
Special Program: Not reported
Status: Refer: Other Agency
Status Date: Not reported
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Not reported
Latitude: 34.04695
Longitude: -118.2524
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD982519704
Alias Type: EPA Identification Number
Alias Name: 71003112
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

130
NNE
1/2-1
0.706 mi.
3728 ft.

MAGNUS COMPANY, INC
860 NORTH MAIN STREET
LOS ANGELES, CA 90012

ENVIROSTOR **S101480911**
N/A

Relative:
Higher

Actual:
290 ft.

ENVIROSTOR:

Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	0
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Mmonroy
Division Branch:	Cleanup Chatsworth
Facility ID:	19370356
Site Code:	Not reported
Assembly:	51
Senate:	24
Special Program:	* RCRA 3012 - Past Haz Waste Disp Inven Site
Status:	No Further Action
Status Date:	01/24/1984
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.06083
Longitude:	-118.2352
APN:	NONE SPECIFIED
Past Use:	MANUFACTURING - METAL
Potential COC:	NONE SPECIFIED,31000
Confirmed COC:	31000-NO
Potential Description:	NMA
Alias Name:	CAD980636138
Alias Type:	EPA Identification Number
Alias Name:	19370355
Alias Type:	Envirostor ID Number
Alias Name:	19370356
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery
Completed Date:	09/28/1983
Comments:	FACILITY IDENTIFIED ID FROM ERRIS
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	10/27/1994
Comments:	Database verification project confirms NFA for DTSC.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	01/24/1984
Comments:	FACILITY DRIVE-BY ASAP. ZONING & ACTIVITY CHANGES AT THIS AREA-US POSTAL SERVICE BLDG. SUBMIT TO EPA PRELIM ASSESS DONE RCRA 3012

MAGNUS COMPANY, INC (Continued) **S101480911**

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

131
WSW
1/2-1
0.713 mi.
3764 ft.

PARK CENTRAL BUILDING
412 W 6TH ST
LOS ANGELES, CA 90014

RCRA-SQG **1000596822**
FINDS **CAD983608027**
HAZNET
ENVIROSTOR

Relative:
Lower

Actual:
267 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	PARK CENTRAL BUILDING
Facility address:	412 W 6TH ST LOS ANGELES, CA 90014
EPA ID:	CAD983608027
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	WILLIAM BLOOMFIELD
Owner/operator address:	412 W 6TH ST LOS ANGELES, CA 90014
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 627-3998
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

PARK CENTRAL BUILDING (Continued) **1000596822**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Facility name: PARK CENTRAL BUILDING
Classification: Small Quantity Generator

Date form received by agency: 03/30/1994
Facility name: PARK CENTRAL BUILDING
Classification: Large Quantity Generator

Date form received by agency: 10/18/1991
Facility name: PARK CENTRAL BUILDING
Classification: Large Quantity Generator

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Formal Enforcement Agreement or Order
Date violation determined: 03/08/2000
Date achieved compliance: 10/01/2004
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 08/10/2004
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Formal Enforcement Agreement or Order
Date violation determined: 03/08/2000
Date achieved compliance: 10/01/2004
Violation lead agency: State
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 10/01/2004
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 03/08/2000
Date achieved compliance: 10/01/2004
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL

PARK CENTRAL BUILDING (Continued) **1000596822**

Enforcement action date: 06/19/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 03/08/2000
Date achieved compliance: 10/01/2004
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 08/10/2004
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Formal Enforcement Agreement or Order
Date violation determined: 03/08/2000
Date achieved compliance: 10/01/2004
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/19/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 03/08/2000
Date achieved compliance: 10/01/2004
Violation lead agency: State
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 10/01/2004
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 03/09/1994
Date achieved compliance: 03/09/1999
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported

PARK CENTRAL BUILDING (Continued) **1000596822**

Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 10/01/2004
Evaluation: NOT A SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 03/08/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 10/01/2004
Evaluation lead agency: State

Evaluation date: 03/08/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Formal Enforcement Agreement or Order
Date achieved compliance: 10/01/2004
Evaluation lead agency: State

Evaluation date: 03/08/2000
Evaluation: SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 03/09/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 03/09/1999
Evaluation lead agency: State Contractor/Grantee

FINDS:

Registry ID: 110009548891

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

PARK CENTRAL BUILDING (Continued) **1000596822**

HAZNET:

Year:	2008
Gepaid:	CAD983608027
Contact:	LUPE LYNN MARTINEZ
Telephone:	2136273996
Mailing Name:	Not reported
Mailing Address:	412 WEST 6TH ST #1314
Mailing City,St,Zip:	LOS ANGELES, CA 900141403
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Unspecified aqueous solution
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.42
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAD983608027
Contact:	LUPE LYNN MARTINEZ
Telephone:	2136273996
Mailing Name:	Not reported
Mailing Address:	412 WEST 6TH ST #1314
Mailing City,St,Zip:	LOS ANGELES, CA 900141403
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Other inorganic solid waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.05
Facility County:	Los Angeles

Year:	1995
Gepaid:	CAD983608027
Contact:	CASA LLC DBA PARK CENTRAL BLDG
Telephone:	2136273998
Mailing Name:	Not reported
Mailing Address:	412 W 6TH ST #1314
Mailing City,St,Zip:	LOS ANGELES, CA 900141403
Gen County:	Los Angeles
TSD EPA ID:	CAD000088252
TSD County:	Los Angeles
Waste Category:	Other inorganic solid waste
Disposal Method:	Transfer Station
Tons:	.7500
Facility County:	Los Angeles

Year:	1995
Gepaid:	CAD983608027
Contact:	CASA LLC DBA PARK CENTRAL BLDG
Telephone:	2136273998
Mailing Name:	Not reported
Mailing Address:	412 W 6TH ST #1314
Mailing City,St,Zip:	LOS ANGELES, CA 900141403
Gen County:	Los Angeles
TSD EPA ID:	CAD000088252

PARK CENTRAL BUILDING (Continued) **1000596822**

TSD County: Los Angeles
Waste Category: Other inorganic solid waste
Disposal Method: Not reported
Tons: .7500
Facility County: Los Angeles

Year: 1994
Gepaid: CAD983608027
Contact: CASA LLC DBA PARK CENTRAL BLDG
Telephone: 2136273998
Mailing Name: Not reported
Mailing Address: 412 W 6TH ST #1314
Mailing City,St,Zip: LOS ANGELES, CA 900141403
Gen County: Los Angeles
TSD EPA ID: CAT000646117
TSD County: Kings
Waste Category: Other inorganic solid waste
Disposal Method: Disposal, Land Fill
Tons: 1.5000
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
5 additional CA_HAZNET: record(s) in the EDR Site Report.

ENVIROSTOR:
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Facility ID: 71003138
Site Code: Not reported
Assembly: Not reported
Senate: Not reported
Special Program: Not reported
Status: Refer: Other Agency
Status Date: Not reported
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Not reported
Latitude: 0
Longitude: 0
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD983608027
Alias Type: EPA Identification Number
Alias Name: 71003138
Alias Type: Envirostor ID Number

Completed Info:

PARK CENTRAL BUILDING (Continued) **1000596822**

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

132
NE
1/2-1
0.727 mi.
3839 ft.

MOGUL CORPORATION **ENVIROSTOR** **S101481023**
967 NORTH VIGNES STREET **N/A**
LOS ANGELES, CA 90012

Relative:
Higher

Actual:
289 ft.

ENVIROSTOR:

Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	0
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Frances Collier
Division Branch:	Cleanup Chatsworth
Facility ID:	19510059
Site Code:	Not reported
Assembly:	51
Senate:	24
Special Program:	EPA - PASI
Status:	No Further Action
Status Date:	09/09/1985
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	EPA Grant
Latitude:	34.05848
Longitude:	-118.2327
APN:	5409016026
Past Use:	MANUFACTURING - CHEMICALS
Potential COC:	30001, 30153
Confirmed COC:	30153-NO,30001-NO
Potential Description:	SOIL, SV
Alias Name:	SKASOL OF SOUTHERN CALIFORNIA INC
Alias Type:	Alternate Name
Alias Name:	5409016026
Alias Type:	APN
Alias Name:	CAD056437460
Alias Type:	EPA Identification Number
Alias Name:	19510059
Alias Type:	Envirostor ID Number

MOGUL CORPORATION (Continued) **S101481023**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery
Completed Date:	09/28/1983
Comments:	FACILITY IDENTIFIED ID FROM ERRIS

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	12/04/1987
Comments:	SITE SCREENING DONE ON CERCLIS

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	02/05/1984
Comments:	T/C W/ D.BORES & D.WILBUR,MOGUL,216-272- 1353 - 1)SOURCE ACT: BLEND & PACKAGE WATER TREATMENT CHEM. 2)WASTE: (MOGUL) HAULED BY CHEMICAL WASTE MFMT.(SKASOL) ONSITE DISP-EVAP/PERCOLATION ON SOILLAND SODIUM DICHROMATE,BASES,DICHLOROBENZEN, HYDRAZINE,HYDROCHLORIC,SULFURIC ACID, FINAL STRATEGY RECOM INSP, SAMPLING, & SOIL ANALYSIS SUBMIT TO EPA PRELIM ASSESS DONE RCRA 3012

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

AB133 **M & M HOLDING, LLC** **ENVIROSTOR** **S110494027**
WSW **629 S. HILL STREET #1202** **N/A**
1/2-1 **LOS ANGELES, CA 90014**
0.742 mi.
3917 ft. **Site 1 of 3 in cluster AB**

Relative:
Lower

Actual:
266 ft.

ENVIROSTOR:

Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Facility ID:	71003306
Site Code:	Not reported
Assembly:	Not reported
Senate:	Not reported
Special Program:	Not reported
Status:	Refer: Other Agency
Status Date:	Not reported

M & M HOLDING, LLC (Continued) **S110494027**

Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Not reported
Latitude: 0
Longitude: 0
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAL000213712
Alias Type: EPA Identification Number
Alias Name: 71003306
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Non-Submittal
Completed Date: 04/30/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

AB134 **UNIQUE PREMIUM METALS INC** **HAZNET S107145812**
WSW **640 S HILL ST** **HWP N/A**
1/2-1 **LOS ANGELES, CA 90014**
0.755 mi.
3984 ft. **Site 2 of 3 in cluster AB**

Relative:
Lower

Actual:
265 ft.

HAZNET:
Year: 2010
Gepaid: CAL000098454
Contact: NELSON COLTON
Telephone: 2136229995
Mailing Name: Not reported
Mailing Address: 640 S HILL ST STE 743
Mailing City,St,Zip: LOS ANGELES, CA 900144017
Gen County: Not reported
TSD EPA ID: CAD003963592
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons: 0.6895
Facility County: Los Angeles

Year: 2008
Gepaid: CAL000098454
Contact: NELSON COLTON-PRESIDENT
Telephone: 2136229995

UNIQUE PREMIUM METALS INC (Continued) **S107145812**

Mailing Name: Not reported
Mailing Address: 640 S HILL ST STE 743
Mailing City,St,Zip: LOS ANGELES, CA 900144017
Gen County: Los Angeles
TSD EPA ID: FL0000229791
TSD County: Not reported
Waste Category: Metal dust (Alkaline solution (pH >= 12.5) with metals) and machining waste
Disposal Method: Not reported
Tons: 0.544
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000098454
Contact: NELSON COLTON-PRESIDENT
Telephone: 2136229995
Mailing Name: Not reported
Mailing Address: 640 S HILL ST STE 743
Mailing City,St,Zip: LOS ANGELES, CA 900144017
Gen County: Los Angeles
TSD EPA ID: CAD003963592
TSD County: Santa Clara
Waste Category: Other inorganic solid waste
Disposal Method: Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons: 1.51
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000098454
Contact: NELSON COLTON-PRESIDENT
Telephone: 2136229995
Mailing Name: Not reported
Mailing Address: 640 S HILL ST STE 743
Mailing City,St,Zip: LOS ANGELES, CA 900144017
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: Not reported
Waste Category: Metal dust (Alkaline solution (pH >= 12.5) with metals) and machining waste
Disposal Method: Not reported
Tons: 0.79
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000098454
Contact: NELSON COLTON-PRESIDENT
Telephone: 2136229995
Mailing Name: Not reported
Mailing Address: 640 S HILL ST STE 743
Mailing City,St,Zip: LOS ANGELES, CA 900144017
Gen County: Los Angeles
TSD EPA ID: CAD003963592
TSD County: Santa Clara
Waste Category: Other inorganic solid waste
Disposal Method: Recycler
Tons: 0.24
Facility County: Los Angeles

UNIQUE PREMIUM METALS INC (Continued) **S107145812**

Click this hyperlink while viewing on your computer to access
8 additional CA_HAZNET: record(s) in the EDR Site Report.

HWP:

EPA Id:	CAL000098454
Latitude:	34.04975
Longitude:	-118.2540
Facility Type:	Permitted - Operating
Cleanup Status:	OPERATING PERMIT
Supervisor:	CHERRY PADILLA
Site Code:	301156
Assembly District:	53
Senate District:	30
Public Information Officer:	Not reported

Activities:

EPA Id:	CAL000098454
Facility Type:	Permitted - Operating
Unit Names:	Ball Mill #1 and #2, Roasting Kiln #1 and #2
Event Description:	New Operating Permit - CEQA DETERMINATION
Actual Date:	04/10/2006

EPA Id:	CAL000098454
Facility Type:	Permitted - Operating
Unit Names:	Ball Mill #1 and #2, Roasting Kiln #1 and #2, Vibratory Screen #1 and #2
Event Description:	Mod Class 1 - No Prior Approval Required - FINAL PERMIT MODIFICATION (EFFECTIVE)
Actual Date:	05/23/2006

EPA Id:	CAL000098454
Facility Type:	Permitted - Operating
Unit Names:	Not reported
Event Description:	Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION
Actual Date:	03/18/2011

EPA Id:	CAL000098454
Facility Type:	Permitted - Operating
Unit Names:	Ball Mill #1 and #2, Roasting Kiln #1 and #2
Event Description:	New Operating Permit - FINAL PART A & PART B RECEIVED
Actual Date:	12/23/2005

EPA Id:	CAL000098454
Facility Type:	Permitted - Operating
Unit Names:	Ball Mill #1 and #2, Roasting Kiln #1 and #2
Event Description:	New Operating Permit - APPLICATION PART B RECEIVED
Actual Date:	12/23/2003

EPA Id:	CAL000098454
Facility Type:	Permitted - Operating
Unit Names:	Not reported
Event Description:	Mod Class 1* - Prior Approval Required - DISCLOSURE (CLEARED)
Actual Date:	02/09/2011

EPA Id:	CAL000098454
Facility Type:	Permitted - Operating
Unit Names:	Ball Mill #1 and #2, Roasting Kiln #1 and #2
Event Description:	New Operating Permit - ADMINISTRATIVE REVIEW COMPLETE

UNIQUE PREMIUM METALS INC (Continued) **S107145812**

Actual Date: 02/22/2004

EPA Id: CAL000098454
Facility Type: Permitted - Operating
Unit Names: Ball Mill #1 and #2, Roasting Kiln #1 and #2, Vibratory Screen #1 and #2
Event Description: Mod Class 1 - No Prior Approval Required - FINAL PERMIT MODIFICATION
Actual Date: 05/08/2008

EPA Id: CAL000098454
Facility Type: Permitted - Operating
Unit Names: Ball Mill #1 and #2, Roasting Kiln #1 and #2
Event Description: New Operating Permit - FINAL PERMIT (EXPIRES)
Actual Date: 05/22/2016

EPA Id: CAL000098454
Facility Type: Permitted - Operating
Unit Names: Ball Mill #1 and #2, Roasting Kiln #1 and #2
Event Description: New Operating Permit - PUBLIC COMMENT (BEGIN)
Actual Date: 01/30/2006

EPA Id: CAL000098454
Facility Type: Permitted - Operating
Unit Names: Not reported
Event Description: Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION (EXPIRES)
Actual Date: 05/22/2016

EPA Id: CAL000098454
Facility Type: Permitted - Operating
Unit Names: Ball Mill #1 and #2, Roasting Kiln #1 and #2
Event Description: New Operating Permit - DRAFT PERMIT
Actual Date: 01/30/2006

EPA Id: CAL000098454
Facility Type: Permitted - Operating
Unit Names: Ball Mill #1 and #2, Roasting Kiln #1 and #2, Vibratory Screen #1 and #2
Event Description: Mod Class 1 - No Prior Approval Required - FINAL PERMIT MODIFICATION (EXPIRES)
Actual Date: 05/22/2016

EPA Id: CAL000098454
Facility Type: Permitted - Operating
Unit Names: Not reported
Event Description: Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION (EFFECTIVE)
Actual Date: 05/23/2006

EPA Id: CAL000098454
Facility Type: Permitted - Operating
Unit Names: Ball Mill #1 and #2, Roasting Kiln #1 and #2
Event Description: New Operating Permit - FINAL PERMIT (EFFECTIVE)
Actual Date: 05/23/2006

EPA Id: CAL000098454
Facility Type: Permitted - Operating
Unit Names: Ball Mill #1 and #2, Roasting Kiln #1 and #2
Event Description: New Operating Permit - FINAL PERMIT
Actual Date: 04/13/2006

UNIQUE PREMIUM METALS INC (Continued) **S107145812**

EPA Id: CAL000098454
Facility Type: Permitted - Operating
Unit Names: Ball Mill #1 and #2, Roasting Kiln #1 and #2
Event Description: New Operating Permit - APPLICATION PART A RECEIVED
Actual Date: 12/23/2003

Alias:
EPA Id: CAL000098454
Facility Type: Permitted - Operating
Alias Type: Project Code (Site Code)
Alias: 301156

AB135 **LOS ANGELES UNITED INVESTMENT CO.** **ENVIROSTOR** **S110494021**
WSW **650 S. HILL STREET #1010** **N/A**
1/2-1 **LOS ANGELES, CA 90014**
0.766 mi.
4042 ft. **Site 3 of 3 in cluster AB**

Relative:
Lower

Actual:
264 ft.

ENVIROSTOR:
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Facility ID: 71003114
Site Code: Not reported
Assembly: Not reported
Senate: Not reported
Special Program: Not reported
Status: Refer: Other Agency
Status Date: Not reported
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Not reported
Latitude: 0
Longitude: 0
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD982522344
Alias Type: EPA Identification Number
Alias Name: 71003114
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

LOS ANGELES UNITED INVESTMENT CO. (Continued) **S110494021**

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

136
ENE
1/2-1
0.792 mi.
4183 ft.

SO CAL GAS/ALISO D MGP **Manufactured Gas Plants** **1008407706**
CESAR CHAVEZ AND LYONS STREET **N/A**
LOS ANGELES, CA 90012

Relative: Higher

Actual: 289 ft.

Manufactured Gas Plants:

The former Aliso Street manufactured Gas Plant covered approximately 52 acres in downtown Los Angeles. The site is being investigated as 5 sectors and an overall groundwater unit. The "C" sector consists of 16.4 acres south of the Hollywood (101) Freeeway, bisected by Center Street and bounded by Commercial, Ducommun and Jackson Streets. Sector C is further subdivided into Blocks G, K, L, N, O, Q, and R. Contaminants suspected include petroleum hydrocarbons, volatile organic compounds, cyanide,polycyclic aromatic hydrocarbons and heavy metals

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137
SW
1/2-1
0.807 mi.
4262 ft.

UNITED BUILDING ASSOCIATES **ENVIROSTOR** **S110494422**
707 S BROADWAY #411 **N/A**
LOS ANGELES, CA 90014

Relative: Lower

Actual: 258 ft.

ENVIROSTOR:

Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Facility ID:	71003260
Site Code:	Not reported
Assembly:	Not reported
Senate:	Not reported
Special Program:	Not reported
Status:	Refer: Other Agency
Status Date:	Not reported
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Not reported
Latitude:	0
Longitude:	0
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED

UNITED BUILDING ASSOCIATES (Continued) **S110494422**

Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAL000059257
Alias Type: EPA Identification Number
Alias Name: 71003260
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

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138 East 1/2-1 0.812 mi. 4288 ft.

SANTA FE/MACY STREET **DEED S102564449**
MACY STREET/ALISO ST/KELLER ST **VCP N/A**
LOS ANGELES, CA 90012 **ENVIROSTOR**

Relative: Lower

Actual: 267 ft.

DEED:
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: VOLUNTARY CLEANUP
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Deed Date(s): 03/30/2006

VCP:
Facility ID: 19400010
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2.5
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager: Chand Sultana
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Site Code: 300568
Assembly: 51
Senate: 24
Special Programs Code: Voluntary Cleanup Program
Status: Certified O&M - Land Use Restrictions Only
Status Date: 08/11/2009
Restricted Use: YES
Funding: Responsible Party

SANTA FE/MACY STREET (Continued) **S102564449**

Lat/Long:	34.05480 / -118.2281
APN:	5409-021-902
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	30003, 30024, 30025, 30472
Confirmed COC:	NONE SPECIFIED
Potential Description:	OTH, SOIL
Alias Name:	MACY STREET SITE
Alias Type:	Alternate Name
Alias Name:	5409-021-902
Alias Type:	APN
Alias Name:	110033609986
Alias Type:	EPA (FRS #)
Alias Name:	300568
Alias Type:	Project Code (Site Code)
Alias Name:	19400010
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	04/17/1996
Comments:	VCP agreement signed.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Initial Study/ Neg. Declaration
Completed Date:	03/30/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Land Use Restriction - Site Inspection/Visit
Completed Date:	06/17/2008
Comments:	DTSC approved the Site Inspection Report.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Land Use Restriction Monitoring Report
Completed Date:	06/08/2007
Comments:	Site is in compliance with the LUC restrictions.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Land Use Restriction
Completed Date:	03/30/2006
Comments:	LAND USE COVENANT (LUC) DOCUMENT FOR THE FORMER MACY STREET SITE WAS RECORDED WITH LOS ANGELES COUNTY RECORD OFFICE.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Land Use Restriction - Site Inspection/Visit
Completed Date:	05/12/2009
Comments:	Annual Inspection.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Land Use Restriction Monitoring Report

SANTA FE/MACY STREET (Continued) **S102564449**

Completed Date: 10/03/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 04/20/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/29/2001
Comments: RI report for Macy Street Site accepted on 06/29/01 closing the RI phase. DTSC expects RAW by 8/31. Origianlly an RI/FS was planned for the Site. However, since no feasibility study was needed an RI (PEAe commitment) was done instead. DTSC has approved the RI Report. Removal Action Plan due on 8/15/01.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/30/2004
Comments: Contaminated soil was excavated in accordance with the approved RAW. As contamination remains in deeper soils, DTSC requires a deed restriction. Also, groundwater monitoring should continue on schedule.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 02/04/2004
Comments: Public Comment Period was from December 16, 2002 to January 17, 2003. No response from public, Removal Action Work Plan was finalized on February 4, 2003.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 2.5
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Chand Sultana
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Facility ID: 19400010

SANTA FE/MACY STREET (Continued) **S102564449**

Site Code: 300568
Assembly: 51
Senate: 24
Special Program: Voluntary Cleanup Program
Status: Certified O&M - Land Use Restrictions Only
Status Date: 08/11/2009
Restricted Use: YES
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.05480
Longitude: -118.2281
APN: 5409-021-902
Past Use: MANUFACTURED GAS PLANT
Potential COC: 30003, 30024, 30025, 30472
Confirmed COC: NONE SPECIFIED
Potential Description: OTH, SOIL
Alias Name: MACY STREET SITE
Alias Type: Alternate Name
Alias Name: 5409-021-902
Alias Type: APN
Alias Name: 110033609986
Alias Type: EPA (FRS #)
Alias Name: 300568
Alias Type: Project Code (Site Code)
Alias Name: 19400010
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/17/1996
Comments: VCP agreement signed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 03/30/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 06/17/2008
Comments: DTSC approved the Site Inspection Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction Monitoring Report
Completed Date: 06/08/2007
Comments: Site is in compliance with the LUC restrictions.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 03/30/2006
Comments: LAND USE COVENANT (LUC) DOCUMENT FOR THE FORMER MACY STREET SITE WAS RECORDED WITH LOS ANGELES COUNTY RECORD OFFICE.

SANTA FE/MACY STREET (Continued) **S102564449**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 05/12/2009
Comments: Annual Inspection.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction Monitoring Report
Completed Date: 10/03/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 04/20/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/29/2001
Comments: RI report for Macy Street Site accepted on 06/29/01 closing the RI phase. DTSC expects RAW by 8/31. Origianlly an RI/FS was planned for the Site. However, since no feasibility study was needed an RI (PEAe commitment) was done instead. DTSC has approved the RI Report. Removal Action Plan due on 8/15/01.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/30/2004
Comments: Contaminated soil was excavated in accordance with the approved RAW. As contamination remains in deeper soils, DTSC requires a deed restriction. Also, groundwater monitoring should continue on schedule.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 02/04/2004
Comments: Public Comment Period was from December 16, 2002 to January 17, 2003. No response from public, Removal Action Work Plan was finalized on February 4, 2003.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

139
NE
1/2-1
0.822 mi.
4341 ft.

SO CAL GAS/ALISO E MGP
490 BAUCHET STREET AND VIGNES STREET
LOS ANGELES, CA 90012

Manufactured Gas Plants **1008407707**
N/A

Relative:
Higher

Actual:
293 ft.

Manufactured Gas Plants:

Sector E of the Aliso Street Towne Gas facility covers approximately nine acres and has been used for numerous industrial purposes including refined oil storage, 1,3-Butadiene storage, manufactured gas plant (MGP) feedstock storage, mannequin manufaccturing, and hard chrome plating. The sector is currently used for parking, a refueling station, and offices. Part of the former Aliso Street manufactured gas plant (MGP) and butadiene

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140
WSW
1/2-1
0.825 mi.
4358 ft.

JEWELRY DESIGN CENTER
404 W. 7TH STREET #221
LOS ANGELES, CA 90014

ENVIROSTOR **S110493956**
N/A

Relative:
Lower

Actual:
262 ft.

ENVIROSTOR:

Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Facility ID:	71003145
Site Code:	Not reported
Assembly:	Not reported
Senate:	Not reported
Special Program:	Not reported
Status:	Refer: Other Agency
Status Date:	Not reported
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Not reported
Latitude:	0
Longitude:	0
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD983615139
Alias Type:	EPA Identification Number
Alias Name:	71003145
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported

JEWELRY DESIGN CENTER (Continued) **S110493956**

Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

141
NW
1/2-1
0.827 mi.
4368 ft.

BANK OF AMERICA DATA CENTER
1000 W TEMPLE ST
LOS ANGELES, CA 90012

CA FID UST **S101617131**
SWEEPS UST **N/A**
EMI
ENVIROSTOR

Relative:
Higher

Actual:
343 ft.

CA FID UST:
Facility ID: 19000855
Regulated By: UTNKA
Regulated ID: 00000519
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2132286430
Mail To: Not reported
Mailing Address: 1000 W TEMPLE ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: A
Comp Number: 46
Number: 1
Board Of Equalization: Not reported
Ref Date: 03-05-93
Act Date: 03-05-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000046-000001
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 7

Status: A
Comp Number: 46
Number: 1
Board Of Equalization: Not reported
Ref Date: 03-05-93
Act Date: 03-05-93

BANK OF AMERICA DATA CENTER (Continued) **S101617131**

Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000046-000002
Actv Date:	04-20-88
Capacity:	20000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	A
Comp Number:	46
Number:	1
Board Of Equalization:	Not reported
Ref Date:	03-05-93
Act Date:	03-05-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000046-000003
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	A
Comp Number:	46
Number:	1
Board Of Equalization:	Not reported
Ref Date:	03-05-93
Act Date:	03-05-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000046-000004
Actv Date:	04-20-88
Capacity:	20000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	A
Comp Number:	46
Number:	1
Board Of Equalization:	Not reported
Ref Date:	03-05-93
Act Date:	03-05-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000046-000005
Actv Date:	04-20-88
Capacity:	20000

BANK OF AMERICA DATA CENTER (Continued) **S101617131**

Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

Status: A
Comp Number: 46
Number: 1
Board Of Equalization: Not reported
Ref Date: 03-05-93
Act Date: 03-05-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000046-000006
Actv Date: 04-20-88
Capacity: 20000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

Status: A
Comp Number: 46
Number: 1
Board Of Equalization: Not reported
Ref Date: 03-05-93
Act Date: 03-05-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000046-000007
Actv Date: 04-20-88
Capacity: 20000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	1102
Air District Name:	SC
SIC Code:	0
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	1
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

BANK OF AMERICA DATA CENTER (Continued) **S101617131**

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	50323
Air District Name:	SC
SIC Code:	6035
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	50323
Air District Name:	SC
SIC Code:	6035
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	50323
Air District Name:	SC
SIC Code:	6035
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	50323
Air District Name:	SC
SIC Code:	6035

BANK OF AMERICA DATA CENTER (Continued) **S101617131**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	50323
Air District Name:	SC
SIC Code:	6035
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.164376
Reactive Organic Gases Tons/Yr:	0.08
Carbon Monoxide Emissions Tons/Yr:	0.94511
NOX - Oxides of Nitrogen Tons/Yr:	1.1194
SOX - Oxides of Sulphur Tons/Yr:	0.045411
Particulate Matter Tons/Yr:	0.13822307
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.13

ENVIROSTOR:

Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Facility ID:	71003397
Site Code:	Not reported
Assembly:	51
Senate:	24
Special Program:	Not reported
Status:	Refer: Other Agency
Status Date:	Not reported
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.06143
Longitude:	-118.2517
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAL913236278
Alias Type:	EPA Identification Number

BANK OF AMERICA DATA CENTER (Continued) **S101617131**

Alias Name: 71003397
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

142
NW
1/2-1
0.860 mi.
4539 ft.

VISTA HERMOSA **SCH** **S107737580**
1101 W. 1ST STREET **ENVIROSTOR** **N/A**
LOS ANGELES, CA 90012

Relative: Higher

Actual: 328 ft.

SCH:

Facility ID: 60000001
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 35
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager: Ivy Osornio
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304420
Assembly: 51
Senate: 24
Special Program Status: Not reported
Status: Certified / Operation & Maintenance
Status Date: 10/26/2010
Restricted Use: NO
Funding: School District
Latitude: 34.05937
Longitude: -118.2542
APN: NONE SPECIFIED
Past Use: SCHOOL - OTHER, FUEL - VEHICLE STORAGE/ REFUELING, MANUFACTURING - PETROLEUM
Potential COC: 30003, 30015, 30330, 30024, 30478
Confirmed COC: , ,30015,30330
Potential Description: SV, IA
Alias Name: Belmont Learning Center
Alias Type: Alternate Name

VISTA HERMOSA (Continued) **S107737580**

Alias Name: Belmont Learning Complex
Alias Type: Alternate Name
Alias Name: Central Los Angeles High School #11
Alias Type: Alternate Name
Alias Name: LAUSD-VISTA HERMOSA
Alias Type: Alternate Name
Alias Name: Roybal Learning Center
Alias Type: Alternate Name
Alias Name: Vista Hermosa
Alias Type: Alternate Name
Alias Name: Vista Hermosa Park
Alias Type: Alternate Name
Alias Name: 110033614337
Alias Type: EPA (FRS #)
Alias Name: 300728
Alias Type: Project Code (Site Code)
Alias Name: 304420
Alias Type: Project Code (Site Code)
Alias Name: 19820013
Alias Type: Envirostor ID Number
Alias Name: 60000001
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/01/2006
Comments: First Quarter 2005 Groundwater monitoring report for OU2.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 02/07/2006
Comments: Remedial Design Document was approved pending minor revisions in accordance with the comments provided in the DTSC approval letter. Construction of school scheduled to begin in late Feb. 2006.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 09/29/2003
Comments: New RI/FS for Vista Hermosa was submitted to DTSC on 9/29/03.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 08/29/2002
Comments: Fieldwork on 8/22/02

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 10/29/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

VISTA HERMOSA (Continued) **S107737580**

Completed Document Type: 4.15 Request
Completed Date: 05/10/2005
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 05/06/2008
Comments: Vista Hermosa Park RACR approved on 5/6/08

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 07/18/2008
Comments: Proposed Central Los Angeles HS #11 RACR approved on 7/18/2008.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 07/18/2008
Comments: site approved for occupany on 7/17/2008

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/20/2010
Comments: DTSC approved the O&M report provided DTSC comments are incorporated in future field work/reports

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/21/2010
Comments: DTSC approved the O&M report provided DTSC comments are incorporated in future field work/reports

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/17/2010
Comments: DTSC approved the O&M report provided DTSC comments are incorporated in future field work/reports

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/08/2011
Comments: DTSC approved the O&M report provided DTSC comments are incorporated in future field work/reports

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/12/2012
Comments: DTSC approved the O&M report provided DTSC comments are incorporated in future field work/reports

VISTA HERMOSA (Continued) **S107737580**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/23/2009
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/11/2009
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/04/2009
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/29/2008
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/31/2008
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/21/2008
Comments: Historical O&M report uplodaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/19/2008
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/26/2009
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/27/2009
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report

VISTA HERMOSA (Continued) **S107737580**

Completed Date: 05/24/2011
Comments: DTSC approved the O&M report provided DTSC comments are incorporated in future field work/reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 10/26/2011
Comments: DTSC approved the methane mitigation system design at the new Emergency Operation Center building.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/10/2011
Comments: DTSC approved the O&M report provided DTSC comments are incorporated in future field work/reports

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/07/2012
Comments: DTSC approved the O&M report provided DTSC comments are addressed during future field work/reports

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 04/13/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 06/10/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 01/04/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 03/10/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 02/27/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

VISTA HERMOSA (Continued) **S107737580**

Completed Document Type: Supplemental Site Investigation Report
Completed Date: 12/11/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 09/16/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/05/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 04/13/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 11/16/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/21/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/04/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/05/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/31/2006
Comments: Not reported

VISTA HERMOSA (Continued) **S107737580**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 12/06/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 04/21/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Environmental Impact Report
Completed Date: 03/25/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 01/19/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/22/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 11/13/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/22/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/28/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 02/06/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)

VISTA HERMOSA (Continued) **S107737580**

Completed Date: 10/11/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/07/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/31/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/07/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/26/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/02/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 12/21/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 10/26/2010
Comments: DTSC certified that the response action according to the DTSC-approved RAP is complete. Operation and maintenance is required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 07/08/2008
Comments: DTSC executed an O&M agreement for ongoing monitoring at the Vista Hermosa and Roybal site

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 02/22/1999

VISTA HERMOSA (Continued) **S107737580**

Comments:	Rec'd signed agreement and sent fully executed agreement to district
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2013
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	5 Year Review Reports
Future Due Date:	2013
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2013
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

ENVIROSTOR:

Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	35
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Ivy Osornio
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Facility ID:	60000001
Site Code:	304420
Assembly:	51
Senate:	24
Special Program:	Not reported
Status:	Certified / Operation & Maintenance
Status Date:	10/26/2010
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	School District
Latitude:	34.05937
Longitude:	-118.2542
APN:	NONE SPECIFIED
Past Use:	SCHOOL - OTHER, FUEL - VEHICLE STORAGE/ REFUELING, MANUFACTURING - PETROLEUM
Potential COC:	30003, 30015, 30330, 30024, 30478
Confirmed COC:	, ,30015,30330
Potential Description:	SV, IA
Alias Name:	Belmont Learning Center
Alias Type:	Alternate Name
Alias Name:	Belmont Learning Complex
Alias Type:	Alternate Name
Alias Name:	Central Los Angeles High School #11
Alias Type:	Alternate Name
Alias Name:	LAUSD-VISTA HERMOSA
Alias Type:	Alternate Name
Alias Name:	Roybal Learning Center

VISTA HERMOSA (Continued) **S107737580**

Alias Type: Alternate Name
Alias Name: Vista Hermosa
Alias Type: Alternate Name
Alias Name: Vista Hermosa Park
Alias Type: Alternate Name
Alias Name: 110033614337
Alias Type: EPA (FRS #)
Alias Name: 300728
Alias Type: Project Code (Site Code)
Alias Name: 304420
Alias Type: Project Code (Site Code)
Alias Name: 19820013
Alias Type: Envirostor ID Number
Alias Name: 60000001
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/01/2006
Comments: First Quarter 2005 Groundwater monitoring report for OU2.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 02/07/2006
Comments: Remedial Design Document was approved pending minor revisions in accordance with the comments provided in the DTSC approval letter. Construction of school scheduled to begin in late Feb. 2006.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 09/29/2003
Comments: New RI/FS for Vista Hermosa was submitted to DTSC on 9/29/03.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 08/29/2002
Comments: Fieldwork on 8/22/02

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 10/29/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 05/10/2005
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report

VISTA HERMOSA (Continued) **S107737580**

Completed Date: 05/06/2008
Comments: Vista Hermosa Park RACR approved on 5/6/08

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 07/18/2008
Comments: Proposed Central Los Angeles HS #11 RACR approved on 7/18/2008.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 07/18/2008
Comments: site approved for occupany on 7/17/2008

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/20/2010
Comments: DTSC approved the O&M report provided DTSC comments are incorporated in future field work/reports

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/21/2010
Comments: DTSC approved the O&M report provided DTSC comments are incorporated in future field work/reports

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/17/2010
Comments: DTSC approved the O&M report provided DTSC comments are incorporated in future field work/reports

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/08/2011
Comments: DTSC approved the O&M report provided DTSC comments are incorporated in future field work/reports

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/12/2012
Comments: DTSC approved the O&M report provided DTSC comments are incorporated in future field work/reports

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/23/2009
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE

VISTA HERMOSA (Continued) **S107737580**

Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/11/2009
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/04/2009
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/29/2008
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/31/2008
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/21/2008
Comments: Historical O&M report uplodaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/19/2008
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/26/2009
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/27/2009
Comments: Historical O&M report uploaded

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/24/2011
Comments: DTSC approved the O&M report provided DTSC comments are incorporated in future field work/reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report

VISTA HERMOSA (Continued) **S107737580**

Completed Date: 10/26/2011
Comments: DTSC approved the methane mitigation system design at the new Emergency Operation Center building.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/10/2011
Comments: DTSC approved the O&M report provided DTSC comments are incorporated in future field work/reports

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/07/2012
Comments: DTSC approved the O&M report provided DTSC comments are addressed during future field work/reports

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 04/13/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 06/10/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 01/04/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 03/10/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 02/27/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 12/11/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report

VISTA HERMOSA (Continued) **S107737580**

Completed Date: 09/16/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/05/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 04/13/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 11/16/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/21/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/04/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/05/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/31/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 12/06/2003
Comments: Not reported

VISTA HERMOSA (Continued) **S107737580**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 04/21/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Environmental Impact Report
Completed Date: 03/25/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 01/19/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/22/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 11/13/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/22/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/28/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 02/06/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/11/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)

VISTA HERMOSA (Continued) **S107737580**

Completed Date: 08/07/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/31/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/07/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/26/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/02/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 12/21/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 10/26/2010
Comments: DTSC certified that the response action according to the DTSC-approved RAP is complete. Operation and maintenance is required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 07/08/2008
Comments: DTSC executed an O&M agreement for ongoing monitoring at the Vista Hermosa and Roybal site

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 02/22/1999
Comments: Rec'd signed agreement and sent fully executed agreement to district

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2013

VISTA HERMOSA (Continued) **S107737580**

Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	5 Year Review Reports
Future Due Date:	2013
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2013
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

143
ESE
1/2-1
0.866 mi.
4571 ft.

EAST LOS ANGELES HIGH SCHOOL NO. 1 **SCH** **S107736249**
EAST 1ST STREET/NORTH MISSION ROAD **ENVIROSTOR** **N/A**
LOS ANGELES, CA 90033

Relative:
Lower

Actual:
264 ft.

SCH:

Facility ID:	60000006
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	7
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304416
Assembly:	53
Senate:	24
Special Program Status:	EPA - Target Site Investigation
Status:	Certified
Status Date:	03/29/2007
Restricted Use:	NO
Funding:	School District
Latitude:	34.04867
Longitude:	-118.2084
APN:	5173-030-001, 5173-030-002, 5173-030-003, 5173-030-004, 5173-030-005, 5173-030-006, 5173-030-007, 5173-030-008, 5173-030-010, 5173-030-011, 5173-030-013, 5173-030-016
Past Use:	* RETIAL - MISC.
Potential COC:	, 30058, 30485, 30481, 30474, 30594, 10084, 30013, 30008, 30080, 30272, 30542, 30402, 30207, 30004, 10134, 30003, 30156, 30007
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	LAUSD-EAST LOS ANGELES HIGH SCHOOL NO 1
Alias Type:	Alternate Name
Alias Name:	LAUSD-PRPSD EAST LOS ANGELES HI SCL NO.1
Alias Type:	Alternate Name
Alias Name:	5173-030-001
Alias Type:	APN

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

Alias Name: 5173-030-002
Alias Type: APN
Alias Name: 5173-030-003
Alias Type: APN
Alias Name: 5173-030-004
Alias Type: APN
Alias Name: 5173-030-005
Alias Type: APN
Alias Name: 5173-030-006
Alias Type: APN
Alias Name: 5173-030-007
Alias Type: APN
Alias Name: 5173-030-008
Alias Type: APN
Alias Name: 5173-030-010
Alias Type: APN
Alias Name: 5173-030-011
Alias Type: APN
Alias Name: 5173-030-013
Alias Type: APN
Alias Name: 5173-030-016
Alias Type: APN
Alias Name: 110033618690
Alias Type: EPA (FRS #)
Alias Name: 304416
Alias Type: Project Code (Site Code)
Alias Name: 304416
Alias Type: Project Code (Site Code)
Alias Name: 60000006
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/30/2004
Comments: Not reported

Completed Area Name: Area 1
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/25/2004
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 08/06/2003
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 03/02/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/01/2005
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 01/10/2006
Comments: Not reported

Completed Area Name: Area 1
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/03/2005
Comments: Approved with minor comments. Limited soil removal(1cy) conducted - high As.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 06/27/2006
Comments: On May 11, 2006 DTSC concurred and approved the SSI Report informally via electronic mail. DTSC issued the formal SSI approval letter on August 16, 2006.

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/27/2006
Comments: Complete. One additional RACR necessary for LBP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 09/07/2006
Comments: Approved RACR Report for lead-based paint in Areas 1 and 2.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 01/04/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 02/10/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/27/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/29/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/28/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/03/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 03/29/2007
Comments: Issued Certification of Removal Action Form.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 03/23/2012
Comments: 2nd Collection Letter for Invoices 06SM2570 and 09SM2649.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 02/16/2012
Comments: First Collection Letter Inv# 06SM2570 and 09SM2649.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Site Type: School Cleanup
Site Type Detailed: School
Acres: 7
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Facility ID:	60000006
Site Code:	304416
Assembly:	53
Senate:	24
Special Program:	EPA - Target Site Investigation
Status:	Certified
Status Date:	03/29/2007
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	School District
Latitude:	34.04867
Longitude:	-118.2084
APN:	5173-030-001, 5173-030-002, 5173-030-003, 5173-030-004, 5173-030-005, 5173-030-006, 5173-030-007, 5173-030-008, 5173-030-010, 5173-030-011, 5173-030-013, 5173-030-016
Past Use:	* RETIAL - MISC.
Potential COC:	, 30058, 30485, 30481, 30474, 30594, 10084, 30013, 30008, 30080, 30272, 30542, 30402, 30207, 30004, 10134, 30003, 30156, 30007
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	LAUSD-EAST LOS ANGELES HIGH SCHOOL NO 1
Alias Type:	Alternate Name
Alias Name:	LAUSD-PRPSD EAST LOS ANGELES HI SCL NO.1
Alias Type:	Alternate Name
Alias Name:	5173-030-001
Alias Type:	APN
Alias Name:	5173-030-002
Alias Type:	APN
Alias Name:	5173-030-003
Alias Type:	APN
Alias Name:	5173-030-004
Alias Type:	APN
Alias Name:	5173-030-005
Alias Type:	APN
Alias Name:	5173-030-006
Alias Type:	APN
Alias Name:	5173-030-007
Alias Type:	APN
Alias Name:	5173-030-008
Alias Type:	APN
Alias Name:	5173-030-010
Alias Type:	APN
Alias Name:	5173-030-011
Alias Type:	APN
Alias Name:	5173-030-013
Alias Type:	APN
Alias Name:	5173-030-016
Alias Type:	APN
Alias Name:	110033618690
Alias Type:	EPA (FRS #)
Alias Name:	304416
Alias Type:	Project Code (Site Code)
Alias Name:	304416
Alias Type:	Project Code (Site Code)

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

Alias Name: 60000006
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/30/2004
Comments: Not reported

Completed Area Name: Area 1
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/25/2004
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 08/06/2003
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 03/02/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/01/2005
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 01/10/2006
Comments: Not reported

Completed Area Name: Area 1
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/03/2005
Comments: Approved with minor comments. Limited soil removal(1cy) conducted - high As.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 06/27/2006
Comments: On May 11, 2006 DTSC concurred and approved the SSI Report informally via electronic mail. DTSC issued the formal SSI approval letter on August 16, 2006.

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

Completed Date: 06/27/2006
Comments: Complete. One additional RACR necessary for LBP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 09/07/2006
Comments: Approved RACR Report for lead-based paint in Areas 1 and 2.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 01/04/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 02/10/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/27/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/29/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/28/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/03/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 03/29/2007
Comments: Issued Certification of Removal Action Form.

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Letter - Demand
Completed Date:	03/23/2012
Comments:	2nd Collection Letter for Invoices 06SM2570 and 09SM2649.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Letter - Demand
Completed Date:	02/16/2012
Comments:	First Collection Letter Inv# 06SM2570 and 09SM2649.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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144 **FORMER CORNFIELD RAIL YARD** **VCP** **S104573224**
NNE **1245 N SPRING ST** **HAZNET** **N/A**
1/2-1 **LOS ANGELES, CA 90012** **ENVIROSTOR**
0.872 mi.
4604 ft.

Relative:
Higher

Actual:
292 ft.

VCP:

Facility ID:	19400013
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	32
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager:	Tedd Yargeau
Supervisor:	Rita Kamat
Division Branch:	Cleanup Chatsworth
Site Code:	301019
Assembly:	51
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	Certified
Status Date:	02/28/2003
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.06805 / -118.2322
APN:	NONE SPECIFIED
Past Use:	FUEL - VEHICLE STORAGE/ REFUELING, RAIL ROAD MAINTENANCE SHOP, RAILROAD RIGHT OF WAY
Potential COC:	30001, 30013, 3002502
Confirmed COC:	30001,30013,3002502
Potential Description:	OTH, SOIL
Alias Name:	CORNFIELDS
Alias Type:	Alternate Name

FORMER CORNFIELD RAIL YARD (Continued) **S104573224**

Alias Name: CORNFIELDS RAILYARD
Alias Type: Alternate Name
Alias Name: CORNFIELDS SITE
Alias Type: Alternate Name
Alias Name: FORMER CORNFIELDS SITE
Alias Type: Alternate Name
Alias Name: 110033613686
Alias Type: EPA (FRS #)
Alias Name: 301019
Alias Type: Project Code (Site Code)
Alias Name: 19400013
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Mitigated Neg. Dec. (MND)
Completed Date: 11/15/2002
Comments: VCA2

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 05/17/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/28/2001
Comments: DTSC and proponent, Dept. of Parks and Recreation, enter into Voluntary Cleanup Agreement.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 02/28/2003
Comments: VCA2

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 11/18/2002
Comments: DTSC approves Removal Action Workplan for Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 09/16/2002
Comments: Site characterization activities which included additional sampling have been completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/20/2001
Comments: Draft Final PEA Report conditionally approved pending the submittal of the waste manifests to be included in the Final PEA Report.

FORMER CORNFIELD RAIL YARD (Continued) **S104573224**

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

HAZNET:

Year:	2008
Gepaid:	CAC002631337
Contact:	GILBERT HERNANDEZ/X110
Telephone:	3105584566
Mailing Name:	Not reported
Mailing Address:	700 N ALAMEDA ST STE 4-500
Mailing City,St,Zip:	LOS ANGELES, CA 90012
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.025
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAP000140376
Contact:	FORMER CORNFIELD RAIL YARD
Telephone:	0
Mailing Name:	Not reported
Mailing Address:	ONE CAPITOL MALL SUITE 500
Mailing City,St,Zip:	SACRAMENTO, CA 958140000
Gen County:	Los Angeles
TSD EPA ID:	CAT000646117
TSD County:	Los Angeles
Waste Category:	Contaminated soil from site clean-up
Disposal Method:	Disposal, Land Fill
Tons:	1638.4
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAP000140376
Contact:	FORMER CORNFIELD RAIL YARD
Telephone:	0
Mailing Name:	Not reported
Mailing Address:	ONE CAPITOL MALL SUITE 500
Mailing City,St,Zip:	SACRAMENTO, CA 958140000
Gen County:	Los Angeles
TSD EPA ID:	CAT000646117
TSD County:	Los Angeles
Waste Category:	Contaminated soil from site clean-up
Disposal Method:	Treatment, Tank
Tons:	147.49
Facility County:	Los Angeles

FORMER CORNFIELD RAIL YARD (Continued) **S104573224**

Year:	2003
Gepaid:	CAP000140376
Contact:	FORMER CORNFIELD RAIL YARD
Telephone:	0
Mailing Name:	Not reported
Mailing Address:	ONE CAPITOL MALL SUITE 500
Mailing City,St,Zip:	SACRAMENTO, CA 958140000
Gen County:	Los Angeles
TSD EPA ID:	CAT000646117
TSD County:	Los Angeles
Waste Category:	Contaminated soil from site clean-up
Disposal Method:	Not reported
Tons:	15.17
Facility County:	Los Angeles

Year:	2000
Gepaid:	CAC002326673
Contact:	UNION PACIFIC RAILROAD CORP
Telephone:	4022714327
Mailing Name:	Not reported
Mailing Address:	1416 DODGE ST ROOM 930
Mailing City,St,Zip:	OMAHA, NE 681790930
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	.7714
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

ENVIROSTOR:

Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	32
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Tedd Yargeau
Supervisor:	Rita Kamat
Division Branch:	Cleanup Chatsworth
Facility ID:	19400013
Site Code:	301019
Assembly:	51
Senate:	24
Special Program:	Voluntary Cleanup Program
Status:	Certified
Status Date:	02/28/2003
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.06805
Longitude:	-118.2322
APN:	NONE SPECIFIED
Past Use:	FUEL - VEHICLE STORAGE/ REFUELING, RAIL ROAD MAINTENANCE SHOP,

FORMER CORNFIELD RAIL YARD (Continued) **S104573224**

RAILROAD RIGHT OF WAY
Potential COC: 30001, 30013, 3002502
Confirmed COC: 30001,30013,3002502
Potential Description: OTH, SOIL
Alias Name: CORNFIELDS
Alias Type: Alternate Name
Alias Name: CORNFIELDS RAILYARD
Alias Type: Alternate Name
Alias Name: CORNFIELDS SITE
Alias Type: Alternate Name
Alias Name: FORMER CORNFIELDS SITE
Alias Type: Alternate Name
Alias Name: 110033613686
Alias Type: EPA (FRS #)
Alias Name: 301019
Alias Type: Project Code (Site Code)
Alias Name: 19400013
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Mitigated Neg. Dec. (MND)
Completed Date: 11/15/2002
Comments: VCA2

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 05/17/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/28/2001
Comments: DTSC and proponent, Dept. of Parks and Recreation, enter into Voluntary Cleanup Agreement.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 02/28/2003
Comments: VCA2

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 11/18/2002
Comments: DTSC approves Removal Action Workplan for Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 09/16/2002
Comments: Site characterization activities which included additional sampling have been completed.

FORMER CORNFIELD RAIL YARD (Continued) **S104573224**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	12/20/2001
Comments:	Draft Final PEA Report conditionally approved pending the submittal of the waste manifests to be included in the Final PEA Report.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

145
SSW
1/2-1
0.923 mi.
4875 ft.

719 SO TOWNE
LOS ANGELES, CA

CHMIRS **S105632824**
LA Co. Site Mitigation **N/A**
HAZNET
ENVIROSTOR

Relative:
Lower

Actual:
250 ft.

CHMIRS:

OES Incident Number:	5351	
OES notification:	Not reported	
OES Date:	11/23/1994	
OES Time:	06:35:17 AM	
Incident Date:	Not reported	
Date Completed:	**Not reported**	
Property Use:	Not reported	
Agency Id Number:	Not reported	
Agency Incident Number:	Not reported	
Time Notified:	Not reported	
Time Completed:	Not reported	
Surrounding Area:	Not reported	
Estimated Temperature:	Not reported	
Property Management:	Not reported	
Special Studies 1:	Not reported	
Special Studies 2:	Not reported	
Special Studies 3:	Not reported	
Special Studies 4:	Not reported	
Special Studies 5:	Not reported	
Special Studies 6:	Not reported	
More Than Two Substances Involved?:		Not reported
Resp Agncy Personel # Of Decontaminated:		Not reported
Responding Agency Personel # Of Injuries:		Not reported
Responding Agency Personel # Of Fatalities:		Not reported
Others Number Of Decontaminated:		Not reported
Others Number Of Injuries:		Not reported
Others Number Of Fatalities:		Not reported
Vehicle Make/year:	Not reported	
Vehicle License Number:	Not reported	
Vehicle State:	Not reported	
Vehicle Id Number:	Not reported	
CA/DOT/PUC/ICC Number:	Not reported	
Company Name:	Not reported	
Reporting Officer Name/ID:	Not reported	

(Continued) **S105632824**

Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	YES
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	discharger/county health
Containment:	Not reported
What Happened:	Not reported
Type:	CHEMICAL
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1994
Agency:	la cy fd
Incident Date:	11/23/94 0400
Admin Agency:	Not reported
Amount:	150 gal
Contained:	NO
Site Type:	Not reported
E Date:	Not reported
Substance:	stripping compound "B -9 nickel iron stripper"
Quantity Released:	Not reported
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	NO
Number of Injuries:	NO
Number of Fatalities:	NO
Description:	heater in tank left on overnight - substance became overheated and meltetank causing small fire. drained into containment area -

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	SD0000375
Case ID:	RO0001376
Abated:	Yes
Assigned To:	Richard Clark
Entered Date:	10/05/2011
Abated Date:	Not reported

HAZNET:

Year:	2011
Gepaid:	CAD008514648
Contact:	MARK RAMIREZ - AGENT FOR
Telephone:	5624277277

(Continued) **S105632824**

Mailing Name: Not reported
Mailing Address: PMB 229 136 N GRAND AVENUE
Mailing City,St,Zip: WEST COVINA, CA 917911728
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 380.9456
Facility County: Los Angeles

ENVIROSTOR:
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: 0
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Chatsworth
Facility ID: 71002245
Site Code: Not reported
Assembly: 53
Senate: 30
Special Program: Not reported
Status: Inactive - Needs Evaluation
Status Date: 05/09/2012
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Not reported
Latitude: 34.03924
Longitude: -118.2459
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD008514648
Alias Type: EPA Identification Number
Alias Name: 71002245
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported

(Continued) **S105632824**

Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

146
NE
1/2-1
0.925 mi.
4886 ft.

BAUCHET ST SITE
490 BAUCHET ST
LOS ANGELES, CA 90012

FINDS **1009314270**
NPDES **N/A**
VCP
HAZNET
ENVIROSTOR

Relative:
Higher

Actual:
292 ft.

FINDS:

Registry ID: 110024433184

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NPDES:

Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	265499
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C338253
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	12/07/2005
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	10/19/2009
Discharge Name:	Southern California Gas Co
Discharge Address:	8141 Gulana Ave
Discharge City:	Playa Del Rey
Discharge State:	California
Discharge Zip:	90293

VCP:

Facility ID:	19490241
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.54
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth

BAUCHET ST SITE (Continued) **1009314270**

Site Code:	301002
Assembly:	51
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	06/21/2010
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.06002 / -118.2287
APN:	5409-019-009
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	30001, 30003, 30022, 30024, 30025, 30027, 30472, 30550, 30593
Confirmed COC:	30472-NO,30550-NO,30022-NO,30024-NO,30025-NO,30027-NO,30001-NO, 30003-NO,30593-NO
Potential Description:	OTH, SOIL
Alias Name:	ALISO E
Alias Type:	Alternate Name
Alias Name:	ALISO MANUFACTURED GAS PLANT
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS - ALISO E
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS - ALISO E MGP
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS COMPANY
Alias Type:	Alternate Name
Alias Name:	5409-019-009
Alias Type:	APN
Alias Name:	110033609398
Alias Type:	EPA (FRS #)
Alias Name:	300626
Alias Type:	Project Code (Site Code)
Alias Name:	301002
Alias Type:	Project Code (Site Code)
Alias Name:	19490241
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Initial Study/ Neg. Declaration
Completed Date:	07/09/2005
Comments:	CEQA (Notice of Exemption) approved.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Amendment - Order/Agreement
Completed Date:	01/04/1999
Comments:	Transition to Chapter 6.5 - Amendment to the existing Consent Order, No. 96/97-015 signed by the RP.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	11/12/2007
Comments:	DTSC approved the Removal Action Completion Report.

BAUCHET ST SITE (Continued) **1009314270**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 07/07/2005
Comments: DTSC approved the Final RAW for Sector E 490 Bauchet Street.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 06/01/2005
Comments: Remedial Investigation Report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 01/30/2007
Comments: Field Work completed.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2013
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Land Use Restriction
Schedule Due Date: 06/30/2012
Schedule Revised Date: Not reported

HAZNET:
Year: 2006
Gepaid: CAR000170167
Contact: PAT J CANNEY
Telephone: 8586533104
Mailing Name: Not reported
Mailing Address: 6875 CONSOLIDATED WAY SD 1373
Mailing City,St,Zip: SAN DIEGO, CA 921212602
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: 12.51
Facility County: Los Angeles

ENVIROSTOR:
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 1.54
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Chand Sultana
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Facility ID: 19490241
Site Code: 301002

BAUCHET ST SITE (Continued) **1009314270**

Assembly: 51
Senate: 24
Special Program: Voluntary Cleanup Program
Status: Active
Status Date: 06/21/2010
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.06002
Longitude: -118.2287
APN: 5409-019-009
Past Use: MANUFACTURED GAS PLANT
Potential COC: 30001, 30003, 30022, 30024, 30025, 30027, 30472, 30550, 30593
Confirmed COC: 30472-NO,30550-NO,30022-NO,30024-NO,30025-NO,30027-NO,30001-NO, 30003-NO,30593-NO
Potential Description: OTH, SOIL
Alias Name: ALISO E
Alias Type: Alternate Name
Alias Name: ALISO MANUFACTURED GAS PLANT
Alias Type: Alternate Name
Alias Name: SO CAL GAS - ALISO E
Alias Type: Alternate Name
Alias Name: SO CAL GAS - ALISO E MGP
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS COMPANY
Alias Type: Alternate Name
Alias Name: 5409-019-009
Alias Type: APN
Alias Name: 110033609398
Alias Type: EPA (FRS #)
Alias Name: 300626
Alias Type: Project Code (Site Code)
Alias Name: 301002
Alias Type: Project Code (Site Code)
Alias Name: 19490241
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 07/09/2005
Comments: CEQA (Notice of Exemption) approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 01/04/1999
Comments: Transition to Chapter 6.5 - Amendment to the existing Consent Order, No. 96/97-015 signed by the RP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/12/2007
Comments: DTSC approved the Removal Action Completion Report.

BAUCHET ST SITE (Continued) **1009314270**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 07/07/2005
Comments: DTSC approved the Final RAW for Sector E 490 Bauchet Street.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 06/01/2005
Comments: Remedial Investigation Report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 01/30/2007
Comments: Field Work completed.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2013
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Land Use Restriction
Schedule Due Date: 06/30/2012
Schedule Revised Date: Not reported

Count: 20 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
SIGNAL HILL	1000133322	W-H TANK LINES INC	2202 E SPRING ST	90755	FINDS,SLIC REGION 2,HWP,HAZNET,RCRA-NLR
LOS ANGELES	1000350193	LA PUMPING PLANT #92	900 W SOUTHERLAND AVE	90012	CERCLIS,FINDS,RCRA-SQG
LOS ANGELES	1000985012	CALTRANS	RTE 134 BETWEEN 0.5 MI E OF	90012	RCRA-SQG,FINDS
LOS ANGELES CA	1001499073	METRO LINES-SEGMENTS 2B & 3	GREATER LOS ANGELES	90017	WMUDS/SWAT
LOS ANGELES	1003878453	PUREX CORP TURCO PRODS	INDUSTRIAL ST	90021	CERCLIS-NFRAP
LOS ANGELES	1003878455	BARON MFG	241 AVE 26	90031	CERCLIS-NFRAP
LOS ANGELES	1004676122	CERTAINTEED CORP	1632 N SAN PABLO ST	90031	RCRA-SQG,FINDS
LOS ANGELES	1006805528	ROYBAL LEARNING CENTER	1200 W COLTON ST	90026	RCRA-LQG
LOS ANGELES	1007370174	USC CONSOLIDATED FREIGHTWAYS SITE	1633 37 SAN PABLO ST	90031	RCRA-SQG
LOS ANGELES	1008192848	WHITE MEMORIAL MEDICAL CENTER	1720 BROOKLYN	90033	HIST FTTS INSP
LOS ANGELES	1010011892	WHITE MEMORIAL MEDICAL CENTER	1720 BROOKLYN	90033	FTTS
LOS ANGELES	A100344485		1325 S BROADWAY	90007	AST
LOS ANGELES	A100344494		1350 S BROADWAY	90061	AST
LOS ANGELES	A100344594		1630 N MAIN ST., BLDG. NO. 10	90012	AST
CISCO GROVE	S101617159	CISCO GROVE STATION	CISCO GRV OFF-RAMP I	90014	FID,SWEEPS UST
LOS ANGELES	S109931435	LITTLE TOKEO SHOPPING CENTER	333 & 353 S ALAMEDA ST	90021	HAZNET
CISCO GROVE	U001560571	CISCO GROVE STATION	CISCO GROVE OFF-RAMP I-80	90014	HIST UST
BREA	U001560714	G & L LEASE	IMPERIAL HIGHWAY	90017	SLIC REGION 2,HIST UST
	U001560735	NAIM FAHEL	STAR ROUTE #2, P.O.BOX 114	90017	HIST UST
SULPHUR MOUNTAIN	U001560746	SULPHUR CREST	OFF HIGHWAY 150	90017	HIST UST

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 05/08/2012
Date Data Arrived at EDR: 05/10/2012
Date Made Active in Reports: 05/15/2012
Number of Days to Update: 5

Source: EPA
Telephone: N/A
Last EDR Contact: 07/05/2012
Next Scheduled EDR Contact: 10/22/2012
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 03/30/2012
Date Data Arrived at EDR: 04/05/2012
Date Made Active in Reports: 05/15/2012
Number of Days to Update: 40

Source: EPA
Telephone: N/A
Last EDR Contact: 07/05/2012
Next Scheduled EDR Contact: 10/22/2012
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 03/30/2012
Date Data Arrived at EDR: 04/05/2012
Date Made Active in Reports: 05/15/2012
Number of Days to Update: 40

Source: EPA
Telephone: N/A
Last EDR Contact: 07/05/2012
Next Scheduled EDR Contact: 10/22/2012
Data Release Frequency: Quarterly

Federal CERCLIS list

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 12/27/2011
Date Data Arrived at EDR: 02/27/2012
Date Made Active in Reports: 03/12/2012
Number of Days to Update: 14

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 07/05/2012
Next Scheduled EDR Contact: 09/10/2012
Data Release Frequency: Quarterly

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 12/10/2010
Date Data Arrived at EDR: 01/11/2011
Date Made Active in Reports: 02/16/2011
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/13/2012
Next Scheduled EDR Contact: 10/22/2012
Data Release Frequency: Varies

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 12/28/2011
Date Data Arrived at EDR: 02/27/2012
Date Made Active in Reports: 03/12/2012
Number of Days to Update: 14

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 07/05/2012
Next Scheduled EDR Contact: 09/10/2012
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 08/19/2011
Date Data Arrived at EDR: 08/31/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 132

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 08/07/2012
Next Scheduled EDR Contact: 11/26/2012
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/15/2012
Date Data Arrived at EDR: 04/04/2012
Date Made Active in Reports: 05/15/2012
Number of Days to Update: 41

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 08/16/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/15/2012
Date Data Arrived at EDR: 04/04/2012
Date Made Active in Reports: 05/15/2012
Number of Days to Update: 41

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 08/16/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/15/2012
Date Data Arrived at EDR: 04/04/2012
Date Made Active in Reports: 05/15/2012
Number of Days to Update: 41

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 08/16/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/15/2012
Date Data Arrived at EDR: 04/04/2012
Date Made Active in Reports: 05/15/2012
Number of Days to Update: 41

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 08/16/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Varies

Federal institutional controls / engineering controls registries

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 12/30/2011
Date Data Arrived at EDR: 12/30/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 06/11/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 12/30/2011
Date Data Arrived at EDR: 12/30/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 06/11/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 04/02/2012
Date Data Arrived at EDR: 04/03/2012
Date Made Active in Reports: 06/14/2012
Number of Days to Update: 72

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 07/02/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Annually

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 06/13/2012
Date Data Arrived at EDR: 06/14/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 22

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/07/2012
Next Scheduled EDR Contact: 11/19/2012
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes 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 (National Priorities List (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.

Date of Government Version: 06/13/2012
Date Data Arrived at EDR: 06/14/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 22

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/07/2012
Next Scheduled EDR Contact: 11/19/2012
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/21/2012
Date Data Arrived at EDR: 05/22/2012
Date Made Active in Reports: 06/21/2012
Number of Days to Update: 30

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/22/2012
Next Scheduled EDR Contact: 09/03/2012
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Quarterly

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 06/14/2012
Date Data Arrived at EDR: 06/14/2012
Date Made Active in Reports: 06/21/2012
Number of Days to Update: 7

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 07/19/2012
Next Scheduled EDR Contact: 10/01/2012
Data Release Frequency: Quarterly

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

SLIC: Statewide SLIC Cases

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 06/14/2012
Date Data Arrived at EDR: 06/14/2012
Date Made Active in Reports: 06/21/2012
Number of Days to Update: 7

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 07/19/2012
Next Scheduled EDR Contact: 10/01/2012
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 05/07/2012
Date Data Arrived at EDR: 05/08/2012
Date Made Active in Reports: 07/10/2012
Number of Days to Update: 63

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Quarterly

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/12/2012
Date Data Arrived at EDR: 05/09/2012
Date Made Active in Reports: 07/10/2012
Number of Days to Update: 62

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/03/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 08/18/2011
Date Data Arrived at EDR: 08/19/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 25

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/26/2012
Data Release Frequency: Quarterly

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 09/12/2011
Date Data Arrived at EDR: 09/13/2011
Date Made Active in Reports: 11/11/2011
Number of Days to Update: 59

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 12/14/2011
Date Data Arrived at EDR: 12/15/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 26

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Semi-Annually

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 05/25/2012
Date Data Arrived at EDR: 05/25/2012
Date Made Active in Reports: 07/16/2012
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 02/07/2012
Date Data Arrived at EDR: 02/17/2012
Date Made Active in Reports: 05/15/2012
Number of Days to Update: 88

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Varies

State and tribal registered storage tank lists

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 07/19/2012
Date Data Arrived at EDR: 07/19/2012
Date Made Active in Reports: 08/06/2012
Number of Days to Update: 18

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 07/19/2012
Next Scheduled EDR Contact: 10/01/2012
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
Registered Aboveground Storage Tanks.

Date of Government Version: 08/01/2009
Date Data Arrived at EDR: 09/10/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 21

Source: State Water Resources Control Board
Telephone: 916-327-5092
Last EDR Contact: 07/03/2012
Next Scheduled EDR Contact: 10/22/2012
Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 05/07/2012
Date Data Arrived at EDR: 05/08/2012
Date Made Active in Reports: 07/16/2012
Number of Days to Update: 69

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 11/28/2011
Date Data Arrived at EDR: 11/29/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 42

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 08/18/2011
Date Data Arrived at EDR: 08/19/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 25

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Quarterly

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 02/07/2012
Date Data Arrived at EDR: 02/17/2012
Date Made Active in Reports: 05/15/2012
Number of Days to Update: 88

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/10/2011
Date Data Arrived at EDR: 05/11/2011
Date Made Active in Reports: 06/14/2011
Number of Days to Update: 34

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Semi-Annually

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 02/28/2012
Date Data Arrived at EDR: 02/29/2012
Date Made Active in Reports: 05/15/2012
Number of Days to Update: 76

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 12/14/2011
Date Data Arrived at EDR: 12/15/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 26

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Semi-Annually

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/12/2012
Date Data Arrived at EDR: 05/02/2012
Date Made Active in Reports: 07/16/2012
Number of Days to Update: 75

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/03/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Varies

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 07/12/2012
Next Scheduled EDR Contact: 10/29/2012
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 06/13/2012
Date Data Arrived at EDR: 06/14/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 22

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/07/2012
Next Scheduled EDR Contact: 11/19/2012
Data Release Frequency: Quarterly

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 02/17/2012
Date Data Arrived at EDR: 04/03/2012
Date Made Active in Reports: 05/15/2012
Number of Days to Update: 42

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 07/02/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Varies

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/27/2011
Date Data Arrived at EDR: 06/27/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 78

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/25/2012
Next Scheduled EDR Contact: 10/08/2012
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/03/2012
Next Scheduled EDR Contact: 10/08/2012
Data Release Frequency: No Update Planned

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 08/07/2012
Next Scheduled EDR Contact: 11/26/2012
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 06/11/2012
Date Data Arrived at EDR: 06/14/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 22

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/14/2012
Next Scheduled EDR Contact: 10/01/2012
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 05/10/2012
Date Data Arrived at EDR: 05/10/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 15

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 08/14/2012
Next Scheduled EDR Contact: 12/03/2012
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 08/03/2012
Next Scheduled EDR Contact: 11/19/2012
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US CDL: Clandestine Drug Labs
A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 03/16/2012
Date Data Arrived at EDR: 06/12/2012
Date Made Active in Reports: 07/16/2012
Number of Days to Update: 34

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 06/04/2012
Next Scheduled EDR Contact: 09/17/2012
Data Release Frequency: Quarterly

HIST CAL-SITES: Calsites Database
The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 06/13/2012
Date Data Arrived at EDR: 06/14/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 22

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/07/2012
Next Scheduled EDR Contact: 11/19/2012
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 02/14/2012
Date Made Active in Reports: 02/21/2012
Number of Days to Update: 7

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 08/06/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Varies

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/01/2007
Date Data Arrived at EDR: 11/19/2008
Date Made Active in Reports: 03/30/2009
Number of Days to Update: 131

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

Local Lists of Registered Storage Tanks

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/23/2009
Date Data Arrived at EDR: 09/23/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 8

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 06/04/2012
Next Scheduled EDR Contact: 09/17/2012
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/16/2012
Date Data Arrived at EDR: 03/26/2012
Date Made Active in Reports: 06/14/2012
Number of Days to Update: 80

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 07/27/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Varies

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/09/2005
Date Data Arrived at EDR: 12/11/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 31

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/21/2012
Next Scheduled EDR Contact: 09/03/2012
Data Release Frequency: Varies

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 03/12/2012
Date Data Arrived at EDR: 03/13/2012
Date Made Active in Reports: 04/02/2012
Number of Days to Update: 20

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 06/25/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: Varies

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 06/11/2012
Date Data Arrived at EDR: 06/12/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 24

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 06/12/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 04/01/2012
Date Data Arrived at EDR: 04/03/2012
Date Made Active in Reports: 06/14/2012
Number of Days to Update: 72

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 07/02/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Annually

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 03/28/2012
Date Data Arrived at EDR: 05/01/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 24

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 08/03/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 06/14/2012
Date Data Arrived at EDR: 06/14/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 22

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 07/19/2012
Next Scheduled EDR Contact: 10/01/2012
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 06/14/2012
Date Data Arrived at EDR: 06/14/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 22

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 07/19/2012
Next Scheduled EDR Contact: 10/01/2012
Data Release Frequency: Quarterly

Other Ascertainable Records

RCRA-NonGen: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/15/2012
Date Data Arrived at EDR: 04/04/2012
Date Made Active in Reports: 05/15/2012
Number of Days to Update: 41

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 08/16/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Varies

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/29/2011
Date Data Arrived at EDR: 08/09/2011
Date Made Active in Reports: 11/11/2011
Number of Days to Update: 94

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 08/07/2012
Next Scheduled EDR Contact: 11/19/2012
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/19/2012
Next Scheduled EDR Contact: 10/29/2012
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 08/12/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 112

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 06/11/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 01/25/2012
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 36

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 06/27/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 02/27/2012
Date Data Arrived at EDR: 03/14/2012
Date Made Active in Reports: 06/14/2012
Number of Days to Update: 92

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 06/13/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/29/2012
Next Scheduled EDR Contact: 09/10/2012
Data Release Frequency: Varies

MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/18/2011
Date Data Arrived at EDR: 09/08/2011
Date Made Active in Reports: 09/29/2011
Number of Days to Update: 21

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 06/05/2012
Next Scheduled EDR Contact: 09/17/2012
Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 09/01/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 131

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/29/2012
Next Scheduled EDR Contact: 09/10/2012
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 09/29/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 64

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/29/2012
Next Scheduled EDR Contact: 10/08/2012
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 05/23/2012
Next Scheduled EDR Contact: 09/10/2012
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 05/23/2012
Next Scheduled EDR Contact: 09/10/2012
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/27/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 07/20/2011
Date Data Arrived at EDR: 11/10/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 61

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 06/21/2012
Next Scheduled EDR Contact: 10/08/2012
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 11/01/2010
Date Data Arrived at EDR: 11/10/2010
Date Made Active in Reports: 02/16/2011
Number of Days to Update: 98

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/19/2012
Next Scheduled EDR Contact: 10/29/2012
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 06/21/2011
Date Data Arrived at EDR: 07/15/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 60

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 06/11/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 01/10/2012
Date Data Arrived at EDR: 01/12/2012
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 49

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/11/2012
Next Scheduled EDR Contact: 10/22/2012
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 10/23/2011
Date Data Arrived at EDR: 12/13/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 79

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 06/12/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 03/01/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 62

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: 09/10/2012
Data Release Frequency: Biennially

CA BOND EXP. PLAN: Bond Expenditure Plan
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6
Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 05/21/2012
Date Data Arrived at EDR: 05/22/2012
Date Made Active in Reports: 06/21/2012
Number of Days to Update: 30
Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/22/2012
Next Scheduled EDR Contact: 09/03/2012
Data Release Frequency: Quarterly

UIC: UIC Listing
A listing of underground control injection wells.

Date of Government Version: 12/09/2011
Date Data Arrived at EDR: 02/29/2012
Date Made Active in Reports: 04/04/2012
Number of Days to Update: 35
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 07/24/2012
Next Scheduled EDR Contact: 10/01/2012
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9
Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 05/23/2012
Next Scheduled EDR Contact: 09/10/2012
Data Release Frequency: Quarterly

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 04/02/2012
Date Data Arrived at EDR: 04/03/2012
Date Made Active in Reports: 06/11/2012
Number of Days to Update: 69
Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 07/02/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 10/21/1993
Date Data Arrived at EDR: 11/01/1993
Date Made Active in Reports: 11/19/1993
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 06/21/2012
Next Scheduled EDR Contact: 10/08/2012
Data Release Frequency: No Update Planned

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 01/19/2012
Date Data Arrived at EDR: 01/19/2012
Date Made Active in Reports: 02/21/2012
Number of Days to Update: 33

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 06/27/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: Annually

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 06/27/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 08/15/2011
Date Data Arrived at EDR: 08/23/2011
Date Made Active in Reports: 10/03/2011
Number of Days to Update: 41

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/14/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 06/22/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 14

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 07/16/2012
Next Scheduled EDR Contact: 10/29/2012
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2008
Date Data Arrived at EDR: 09/29/2010
Date Made Active in Reports: 10/18/2010
Number of Days to Update: 19

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 06/29/2012
Next Scheduled EDR Contact: 10/08/2012
Data Release Frequency: Varies

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/19/2012
Next Scheduled EDR Contact: 10/29/2012
Data Release Frequency: Semi-Annually

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 07/19/2012
Next Scheduled EDR Contact: 11/05/2012
Data Release Frequency: Varies

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 02/27/2012
Date Data Arrived at EDR: 04/04/2012
Date Made Active in Reports: 05/15/2012
Number of Days to Update: 41

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 07/02/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 03/31/2012
Date Data Arrived at EDR: 05/17/2012
Date Made Active in Reports: 06/14/2012
Number of Days to Update: 28

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 08/07/2012
Next Scheduled EDR Contact: 11/26/2012
Data Release Frequency: Quarterly

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/19/2012
Next Scheduled EDR Contact: 10/29/2012
Data Release Frequency: N/A

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 11/11/2011
Date Data Arrived at EDR: 05/18/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 08/16/2012
Next Scheduled EDR Contact: 11/26/2012
Data Release Frequency: Varies

FINANCIAL ASSURANCE 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 03/01/2007
Date Data Arrived at EDR: 06/01/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 28

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 08/03/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Varies

FINANCIAL ASSURANCE 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/23/2012
Date Data Arrived at EDR: 05/24/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 43

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 08/14/2012
Next Scheduled EDR Contact: 12/03/2012
Data Release Frequency: Varies

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/31/2012
Date Data Arrived at EDR: 06/01/2012
Date Made Active in Reports: 07/31/2012
Number of Days to Update: 60

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: 09/10/2012
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database
A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 04/11/2012
Date Data Arrived at EDR: 04/12/2012
Date Made Active in Reports: 05/08/2012
Number of Days to Update: 26

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 07/17/2012
Next Scheduled EDR Contact: 10/29/2012
Data Release Frequency: Quarterly

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 08/17/2010
Date Data Arrived at EDR: 01/03/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 77

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/12/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: Varies

COAL ASH DOE: Sleam-Electric Plan Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 07/16/2012
Next Scheduled EDR Contact: 10/29/2012
Data Release Frequency: Varies

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 06/01/2012
Date Data Arrived at EDR: 06/12/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 24

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/11/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 05/24/2012
Date Data Arrived at EDR: 06/05/2012
Date Made Active in Reports: 06/14/2012
Number of Days to Update: 9

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 08/14/2012
Next Scheduled EDR Contact: 12/03/2012
Data Release Frequency: Quarterly

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/03/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Varies

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 06/11/2012
Date Data Arrived at EDR: 06/14/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 22

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/14/2012
Next Scheduled EDR Contact: 10/01/2012
Data Release Frequency: Quarterly

EDR PROPRIETARY RECORDS

EDR Proprietary Records

Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Historical Auto Stations: EDR Proprietary Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Historical Cleaners: EDR Proprietary Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 04/03/2012
Date Data Arrived at EDR: 04/04/2012
Date Made Active in Reports: 05/08/2012
Number of Days to Update: 34

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 06/27/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/03/2012
Date Data Arrived at EDR: 04/04/2012
Date Made Active in Reports: 05/08/2012
Number of Days to Update: 34

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 06/27/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 06/13/2012
Date Data Arrived at EDR: 06/14/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 22

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 08/06/2012
Next Scheduled EDR Contact: 11/19/2012
Data Release Frequency: Semi-Annually

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing

Kern County Sites and Tanks Listing.

Date of Government Version: 08/31/2010
Date Data Arrived at EDR: 09/01/2010
Date Made Active in Reports: 09/30/2010
Number of Days to Update: 29

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 08/16/2012
Next Scheduled EDR Contact: 11/26/2012
Data Release Frequency: Quarterly

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 06/21/2012
Next Scheduled EDR Contact: 10/09/2012
Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 03/29/2012
Date Data Arrived at EDR: 05/29/2012
Date Made Active in Reports: 06/21/2012
Number of Days to Update: 23

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 07/16/2012
Next Scheduled EDR Contact: 10/26/2012
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/23/2012
Date Data Arrived at EDR: 04/24/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 31

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/05/2012
Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009
Date Data Arrived at EDR: 03/10/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 29

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 08/14/2012
Next Scheduled EDR Contact: 12/03/2012
Data Release Frequency: Varies

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 12/29/2011
Date Data Arrived at EDR: 02/02/2012
Date Made Active in Reports: 02/21/2012
Number of Days to Update: 19

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 07/17/2012
Next Scheduled EDR Contact: 11/05/2012
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 04/26/2012
Date Data Arrived at EDR: 05/01/2012
Date Made Active in Reports: 05/24/2012
Number of Days to Update: 23

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 07/17/2012
Next Scheduled EDR Contact: 11/05/2012
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/28/2003
Date Data Arrived at EDR: 10/23/2003
Date Made Active in Reports: 11/26/2003
Number of Days to Update: 34

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 07/12/2012
Date Data Arrived at EDR: 07/23/2012
Date Made Active in Reports: 08/02/2012
Number of Days to Update: 10

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 07/12/2012
Next Scheduled EDR Contact: 10/29/2012
Data Release Frequency: Semi-Annually

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 05/22/2012
Date Data Arrived at EDR: 05/29/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 38

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 07/23/2012
Next Scheduled EDR Contact: 10/22/2012
Data Release Frequency: Semi-Annually

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 12/05/2011
Date Data Arrived at EDR: 12/06/2011
Date Made Active in Reports: 02/07/2012
Number of Days to Update: 63

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 06/04/2012
Next Scheduled EDR Contact: 09/17/2012
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/16/2008
Date Made Active in Reports: 02/08/2008
Number of Days to Update: 23

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 12/05/2012
Next Scheduled EDR Contact: 09/17/2012
Data Release Frequency: No Update Planned

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 05/01/2012
Date Data Arrived at EDR: 05/17/2012
Date Made Active in Reports: 06/11/2012
Number of Days to Update: 25

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2012
Next Scheduled EDR Contact: 11/26/2012
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 05/01/2012
Date Data Arrived at EDR: 05/18/2012
Date Made Active in Reports: 06/21/2012
Number of Days to Update: 34
Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2012
Next Scheduled EDR Contact: 11/26/2012
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 05/01/2012
Date Data Arrived at EDR: 05/17/2012
Date Made Active in Reports: 05/24/2012
Number of Days to Update: 7
Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2012
Next Scheduled EDR Contact: 11/26/2012
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 06/12/2012
Date Data Arrived at EDR: 06/13/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 23
Source: Placer County Health and Human Services
Telephone: 530-889-7312
Last EDR Contact: 06/11/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/23/2012
Date Data Arrived at EDR: 04/24/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 31
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/25/2012
Next Scheduled EDR Contact: 10/08/2012
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 07/18/2012
Date Data Arrived at EDR: 07/19/2012
Date Made Active in Reports: 08/06/2012
Number of Days to Update: 18
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/25/2012
Next Scheduled EDR Contact: 10/08/2012
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 02/07/2012
Date Data Arrived at EDR: 04/16/2012
Date Made Active in Reports: 05/08/2012
Number of Days to Update: 22
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/13/2012
Next Scheduled EDR Contact: 10/22/2012
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 02/02/2012
Date Data Arrived at EDR: 04/17/2012
Date Made Active in Reports: 05/08/2012
Number of Days to Update: 21

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/13/2012
Next Scheduled EDR Contact: 10/22/2012
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 05/30/2012
Date Data Arrived at EDR: 05/31/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 36

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 08/13/2012
Next Scheduled EDR Contact: 11/26/2012
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/09/2010
Date Data Arrived at EDR: 09/15/2010
Date Made Active in Reports: 09/29/2010
Number of Days to Update: 14

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 06/15/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2011
Date Data Arrived at EDR: 11/04/2011
Date Made Active in Reports: 12/13/2011
Number of Days to Update: 39

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 07/26/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 06/11/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities
A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10
Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 08/07/2012
Next Scheduled EDR Contact: 11/26/2012
Data Release Frequency: Quarterly

Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010
Date Data Arrived at EDR: 03/10/2011
Date Made Active in Reports: 03/15/2011
Number of Days to Update: 5
Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 08/07/2012
Next Scheduled EDR Contact: 11/26/2012
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/25/2012
Date Data Arrived at EDR: 06/27/2012
Date Made Active in Reports: 07/31/2012
Number of Days to Update: 34
Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 06/21/2012
Next Scheduled EDR Contact: 10/08/2012
Data Release Frequency: Semi-Annually

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 04/09/2012
Date Data Arrived at EDR: 04/09/2012
Date Made Active in Reports: 05/08/2012
Number of Days to Update: 29
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/17/2012
Next Scheduled EDR Contact: 10/01/2012
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 06/19/2012
Date Data Arrived at EDR: 06/20/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 16
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/18/2012
Next Scheduled EDR Contact: 10/01/2012
Data Release Frequency: Semi-Annually

SANTA CLARA COUNTY:

HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22
Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 06/04/2012
Date Data Arrived at EDR: 06/08/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 28
Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 06/04/2012
Next Scheduled EDR Contact: 09/17/2012
Data Release Frequency: Annually

Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 05/15/2012
Date Data Arrived at EDR: 05/15/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 10
Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 08/07/2012
Next Scheduled EDR Contact: 11/26/2012
Data Release Frequency: Annually

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/18/2012
Date Data Arrived at EDR: 06/21/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 15
Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/15/2012
Next Scheduled EDR Contact: 10/01/2012
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 06/18/2012
Date Data Arrived at EDR: 06/22/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 14
Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/15/2012
Next Scheduled EDR Contact: 10/01/2012
Data Release Frequency: Quarterly

SONOMA COUNTY:

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 03/31/2012
Date Data Arrived at EDR: 06/29/2012
Date Made Active in Reports: 08/09/2012
Number of Days to Update: 41
Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 06/27/2012
Next Scheduled EDR Contact: 10/15/2012
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 06/11/2012
Date Data Arrived at EDR: 06/12/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 24
Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 06/11/2012
Next Scheduled EDR Contact: 09/24/2012
Data Release Frequency: Semi-Annually

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 03/30/2012
Date Data Arrived at EDR: 05/25/2012
Date Made Active in Reports: 07/06/2012
Number of Days to Update: 42

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/21/2012
Next Scheduled EDR Contact: 09/03/2012
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 07/03/2012
Next Scheduled EDR Contact: 10/22/2012
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 08/14/2012
Next Scheduled EDR Contact: 12/03/2012
Data Release Frequency: Quarterly

Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 03/30/2012
Date Data Arrived at EDR: 05/04/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 21

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 07/30/2012
Next Scheduled EDR Contact: 11/12/2012
Data Release Frequency: Quarterly

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 06/27/2012
Date Data Arrived at EDR: 06/29/2012
Date Made Active in Reports: 07/31/2012
Number of Days to Update: 32

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/27/2012
Next Scheduled EDR Contact: 10/01/2012
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 06/29/2012
Date Data Arrived at EDR: 07/09/2012
Date Made Active in Reports: 08/02/2012
Number of Days to Update: 24

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 06/21/2012
Next Scheduled EDR Contact: 10/08/2012
Data Release Frequency: Annually

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 05/21/2012
Date Data Arrived at EDR: 05/22/2012
Date Made Active in Reports: 05/31/2012
Number of Days to Update: 9

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/22/2012
Next Scheduled EDR Contact: 09/03/2012
Data Release Frequency: Annually

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2010
Date Data Arrived at EDR: 07/20/2011
Date Made Active in Reports: 08/11/2011
Number of Days to Update: 22

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 07/19/2012
Next Scheduled EDR Contact: 10/29/2012
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 05/01/2012
Date Data Arrived at EDR: 05/09/2012
Date Made Active in Reports: 06/14/2012
Number of Days to Update: 36

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 08/09/2012
Next Scheduled EDR Contact: 11/19/2012
Data Release Frequency: Annually

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2010
Date Data Arrived at EDR: 04/27/2012
Date Made Active in Reports: 06/05/2012
Number of Days to Update: 39

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/19/2012
Next Scheduled EDR Contact: 11/05/2012
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 06/22/2012
Date Made Active in Reports: 07/31/2012
Number of Days to Update: 39

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 02/27/2012
Next Scheduled EDR Contact: 06/11/2012
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2010
Date Data Arrived at EDR: 08/19/2011
Date Made Active in Reports: 09/15/2011
Number of Days to Update: 27

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 07/16/2012
Next Scheduled EDR Contact: 10/01/2012
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data
Source: Rextag Strategies Corp.
Telephone: (281) 769-2247
U.S. Electric Transmission and Power Plants Systems Digital GIS Data

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

PARKER CENTER
150 N LOS ANGELES STREET
LOS ANGELES, CA 90012

TARGET PROPERTY COORDINATES

Latitude (North):	34.0519 - 34° 3' 6.84''
Longitude (West):	118.242 - 118° 14' 31.20''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	385367.8
UTM Y (Meters):	3768411.8
Elevation:	282 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	34118-A2 LOS ANGELES, CA
Most Recent Revision:	1994
West Map:	34118-A3 HOLLYWOOD, CA
Most Recent Revision:	1994

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

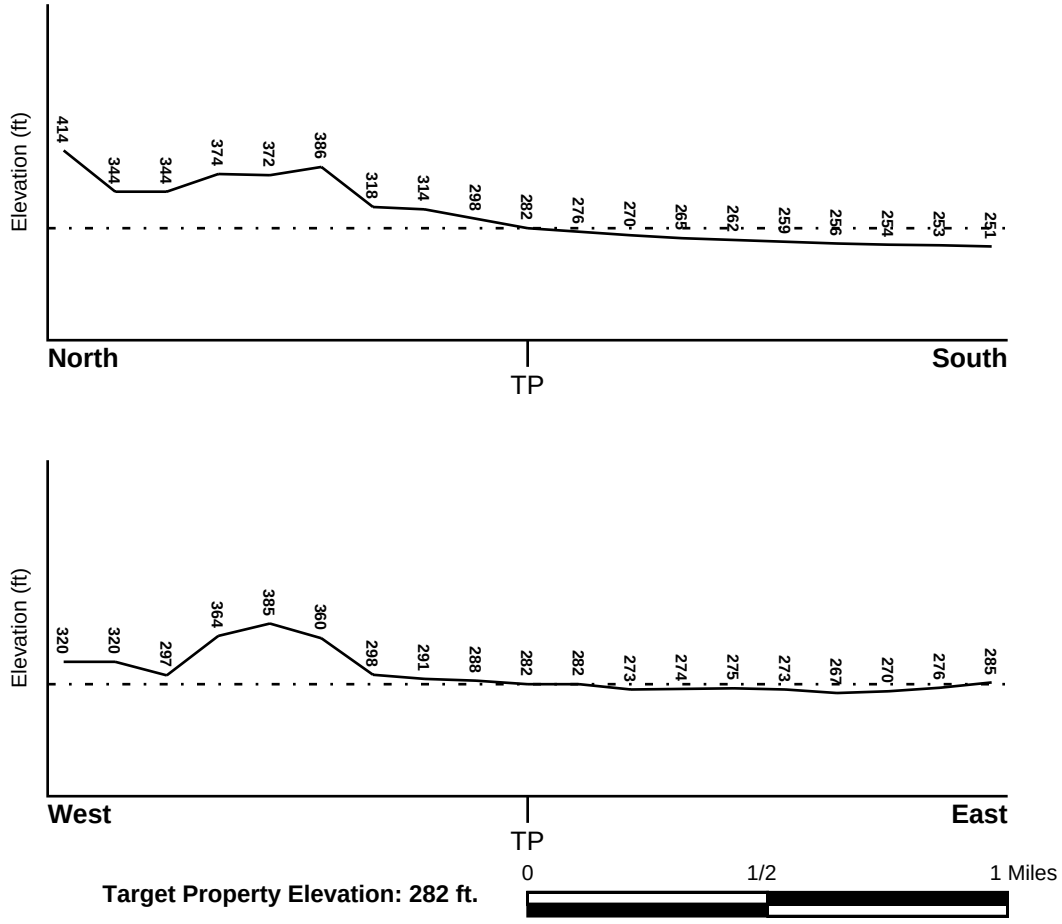
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SSE

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Target Property Elevation: 282 ft.

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
LOS ANGELES, CA	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 06037C - FEMA DFIRM Flood data

Additional Panels in search area: Not Reported

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
LOS ANGELES	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Location Relative to TP:	1/2 - 1 Mile SW
Site Name:	SO CALIF RAPID TRANSIT DISTRICT
Site EPA ID Number:	CAD981989841
Groundwater Flow Direction:	GENERALLY SE.
Measured Depth to Water:	approximately 37 feet.
Hydraulic Connection:	The uppermost aquifer at the site is the Gaspur aquifer. The Gaspur aquifer is hydraulically connected to underlying aquifers.
Sole Source Aquifer:	No information about a sole source aquifer is available
Data Quality:	Information is inferred in the CERCLIS investigation report(s)

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site--specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: URBAN LAND

Soil Surface Texture: variable

Hydrologic Group: Not reported

Soil Drainage Class: Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 10 inches

Depth to Bedrock Max: > 10 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	6 inches	variable	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures:
sandy loam
gravelly - sandy loam
silt loam
clay
fine sand
gravelly - sand
sand
fine sandy loam

Surficial Soil Types:
sandy loam
gravelly - sandy loam
silt loam
clay
fine sand
gravelly - sand
sand
fine sandy loam

Shallow Soil Types:
fine sandy loam
gravelly - loam
sandy clay
sandy clay loam
clay
silty clay
sand

Deeper Soil Types:
gravelly - sandy loam
sandy loam
very gravelly - sandy loam
stratified
very fine sandy loam
weathered bedrock
sand
gravelly - fine sandy loam
silty clay loam
clay loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CA2202148	1/8 - 1/4 Mile ENE

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	CAOG80000033039	1/2 - 1 Mile ESE
A2	CAOG80000033036	1/2 - 1 Mile ESE
A3	CAOG80000033035	1/2 - 1 Mile ESE
A4	CAOG80000033034	1/2 - 1 Mile ESE
A5	CAOG80000033032	1/2 - 1 Mile ESE
A6	CAOG80000033030	1/2 - 1 Mile ESE
A7	CAOG80000033033	1/2 - 1 Mile ESE
8	CAOG80000032979	1/2 - 1 Mile SW
9	CAOG80000033192	1/2 - 1 Mile East
10	CAOG80000033298	1/2 - 1 Mile NW
11	CAOG80000032964	1/2 - 1 Mile SSE
12	CAOG80000033389	1/2 - 1 Mile NE
B13	CAOG80000033903	1/2 - 1 Mile NNW
B14	CAOG80000033909	1/2 - 1 Mile NNW

STATE OIL/GAS WELL INFORMATION

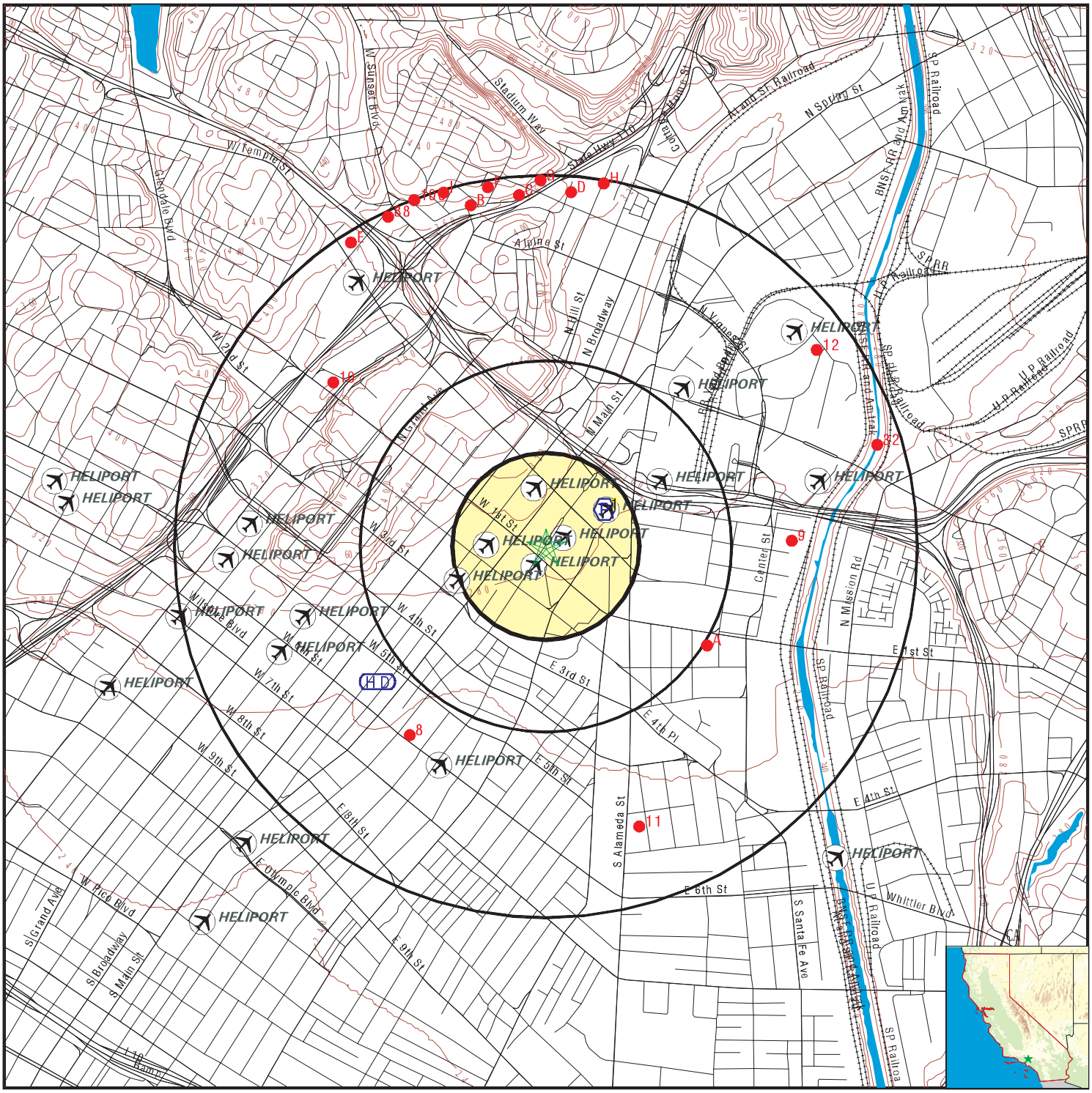
MAP ID	WELL ID	LOCATION FROM TP
C15	CAOG80000034003	1/2 - 1 Mile North
C16	CAOG80000034012	1/2 - 1 Mile North
B17	CAOG80000033926	1/2 - 1 Mile NNW
B18	CAOG80000033973	1/2 - 1 Mile NNW
B19	CAOG80000033958	1/2 - 1 Mile NNW
C20	CAOG80000034014	1/2 - 1 Mile North
C21	CAOG80000034037	1/2 - 1 Mile North
D22	CAOG80000034038	1/2 - 1 Mile North
C23	CAOG80000034027	1/2 - 1 Mile North
C24	CAOG80000034050	1/2 - 1 Mile North
B25	CAOG80000033981	1/2 - 1 Mile NNW
C26	CAOG80000034056	1/2 - 1 Mile North
D27	CAOG80000034062	1/2 - 1 Mile North
C28	CAOG80000034054	1/2 - 1 Mile North
C29	CAOG80000034063	1/2 - 1 Mile North
C30	CAOG80000034067	1/2 - 1 Mile North
C31	CAOG80000034046	1/2 - 1 Mile North
32	CAOG80000033277	1/2 - 1 Mile ENE
B33	CAOG80000033988	1/2 - 1 Mile NNW
C34	CAOG80000034066	1/2 - 1 Mile North
D35	CAOG80000034064	1/2 - 1 Mile North
B36	CAOG80000034040	1/2 - 1 Mile North
B37	CAOG80000034019	1/2 - 1 Mile NNW
C38	CAOG80000034075	1/2 - 1 Mile North
B39	CAOG80000034036	1/2 - 1 Mile North
D40	CAOG80000034080	1/2 - 1 Mile North
C41	CAOG80000034074	1/2 - 1 Mile North
C42	CAOG80000034079	1/2 - 1 Mile North
C43	CAOG80000034072	1/2 - 1 Mile North
C44	CAOG80000034081	1/2 - 1 Mile North
B45	CAOG80000034016	1/2 - 1 Mile NNW
C46	CAOG80000034069	1/2 - 1 Mile North
B47	CAOG80000034010	1/2 - 1 Mile NNW
C48	CAOG80000034091	1/2 - 1 Mile North
B49	CAOG80000034070	1/2 - 1 Mile North
C50	CAOG80000034090	1/2 - 1 Mile North
D51	CAOG80000034103	1/2 - 1 Mile North
C52	CAOG80000034109	1/2 - 1 Mile North
E53	CAOG80000033619	1/2 - 1 Mile NNW
B54	CAOG80000034071	1/2 - 1 Mile North
D55	CAOG80000034101	1/2 - 1 Mile North
C56	CAOG80000034108	1/2 - 1 Mile North
C57	CAOG80000034129	1/2 - 1 Mile North
B58	CAOG80000034049	1/2 - 1 Mile NNW
B59	CAOG80000034083	1/2 - 1 Mile North
B60	CAOG80000034095	1/2 - 1 Mile North
D61	CAOG80000034132	1/2 - 1 Mile North
C62	CAOG80000034126	1/2 - 1 Mile North
C63	CAOG80000034110	1/2 - 1 Mile North
C64	CAOG80000034131	1/2 - 1 Mile North
D65	CAOG80000034136	1/2 - 1 Mile North
C66	CAOG80000034134	1/2 - 1 Mile North
F67	CAOG80000034116	1/2 - 1 Mile North
D68	CAOG80000034143	1/2 - 1 Mile North
B69	CAOG80000034115	1/2 - 1 Mile North
C70	CAOG80000034135	1/2 - 1 Mile North

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
G71	CAOG80000034153	1/2 - 1 Mile North
C72	CAOG80000034152	1/2 - 1 Mile North
B73	CAOG80000034092	1/2 - 1 Mile NNW
C74	CAOG80000034149	1/2 - 1 Mile North
F75	CAOG80000034139	1/2 - 1 Mile North
D76	CAOG80000034146	1/2 - 1 Mile North
F77	CAOG80000034148	1/2 - 1 Mile North
B78	CAOG80000034098	1/2 - 1 Mile NNW
C79	CAOG80000034166	1/2 - 1 Mile North
C80	CAOG80000034165	1/2 - 1 Mile North
C81	CAOG80000034168	1/2 - 1 Mile North
H82	CAOG80000034150	1/2 - 1 Mile North
G83	CAOG80000034170	1/2 - 1 Mile North
F84	CAOG80000034144	1/2 - 1 Mile North
F85	CAOG80000034147	1/2 - 1 Mile North
C86	CAOG80000034171	1/2 - 1 Mile North
D87	CAOG80000034173	1/2 - 1 Mile North
88	CAOG80000033927	1/2 - 1 Mile NNW
F89	CAOG80000034159	1/2 - 1 Mile North
I90	CAOG80000034128	1/2 - 1 Mile NNW
G91	CAOG80000034181	1/2 - 1 Mile North
C92	CAOG80000034182	1/2 - 1 Mile North
C93	CAOG80000034175	1/2 - 1 Mile North
G94	CAOG80000034187	1/2 - 1 Mile North
I95	CAOG80000034102	1/2 - 1 Mile NNW
G96	CAOG80000034190	1/2 - 1 Mile North
I97	CAOG80000034120	1/2 - 1 Mile NNW
E98	CAOG80000033761	1/2 - 1 Mile NNW
G99	CAOG80000034196	1/2 - 1 Mile North
D100	CAOG80000034193	1/2 - 1 Mile North
G101	CAOG80000034198	1/2 - 1 Mile North
H102	CAOG80000034167	1/2 - 1 Mile North
I103	CAOG80000034130	1/2 - 1 Mile NNW
H104	CAOG80000034179	1/2 - 1 Mile North
I105	CAOG80000034100	1/2 - 1 Mile NNW
I106	CAOG80000034121	1/2 - 1 Mile NNW
F107	CAOG80000034178	1/2 - 1 Mile North
108	CAOG80000034068	1/2 - 1 Mile NNW

PHYSICAL SETTING SOURCE MAP - 3390599.1s



County Boundary
Major Roads
Contour Lines
Earthquake Fault Lines
Airports
Earthquake epicenter, Richter 5 or greater
Water Wells
Public Water Supply Wells
Cluster of Multiple Icons

0 1/4 1/2 1 Miles

Groundwater Flow Direction
GI Indeterminate Groundwater Flow at Location
GV Groundwater Flow Varies at Location
HD Closest Hydrogeological Data
Oil, gas or related wells

N

SITE NAME:	Parker Center	CLIENT:	ICF International
ADDRESS:	150 N Los Angeles Street Los Angeles CA 90012	CONTACT:	Rusty Whisman
LAT/LONG:	34.0519 / 118.242	INQUIRY #:	3390599.1s
		DATE:	August 17, 2012 10:26 am

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

1
ENE **FRDS PWS** **CA2202148**
1/8 - 1/4 Mile
Higher

PWS ID:	CA2202148		
Date Initiated:	8605	Date Deactivated:	Not Reported
PWS Name:	WHISPERING PINES RECOVERY CENTER WHISPERING PINES CAMP 6979 HWY LOS ANGELES, CA 90053		
Addressee / Facility:	System Owner/Responsible Party WHISPERING PINES CAMP P O BOX 6 LOS ANGELES, CA 90053		
Facility Latitude:	34 03 12	Facility Longitude:	118 14 18
City Served:	Not Reported		
Treatment Class:	Untreated	Population:	00000030

Violations information not reported.

ENFORCEMENT INFORMATION:

System Name:	WHISPERING PINES RECOVERY		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	1993-07-01 - 2015-12-31		
Violation ID:	95V0001		
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

A1
ESE
1/2 - 1 Mile

OIL_GAS **CAOG80000033039**

Districtnu:	1	Apinumber:	03720537
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	St. James Oil Corp.		
Wellnumber:	2	Leasename:	Garey
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Union Station (ABD)		
Areaname:	Any Area		
Section :	27	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.048295		
Longitude8:	-118.234397		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	S6450	Cacountyco:	037
Fieldcode:	804	Areacode:	00
Td:	0		
Site id:	CAOG80000033039		

A2
ESE
1/2 - 1 Mile

OIL_GAS **CAOG80000033036**

Districtnu:	1	Apinumber:	03720646
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	St. James Oil Corp.		
Wellnumber:	4-A	Leasename:	Garey
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Union Station (ABD)		
Areaname:	Any Area		
Section :	27	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	267.797		
Locationde:	Not Reported		
Latitude83:	34.048056034		
Longitude8:	-118.234535992		
Gissourcec:	gps		
Comments:	80409099.ssf		
Operatorco:	S6450	Cacountyco:	037
Fieldcode:	804	Areacode:	00
Td:	0		
Site id:	CAOG80000033036		

A3
ESE
1/2 - 1 Mile

OIL_GAS **CAOG80000033035**

Districtnu:	1	Apinumber:	03720640
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	St. James Oil Corp.		
Wellnumber:	3	Leasename:	Garey
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Union Station (ABD)		
Areaname:	Any Area		
Section :	27	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	265.619		
Locationde:	Not Reported		
Latitude83:	34.048018428		
Longitude8:	-118.234539937		
Gissourcec:	gps		
Comments:	80409099.ssf		
Operatorco:	S6450	Cacountyco:	037
Fieldcode:	804	Areacode:	00
Td:	0		
Site id:	CAOG80000033035		

A4
ESE **OIL_GAS** **CAOG80000033034**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03720722
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	St. James Oil Corp.		
Wellnumber:	5	Leasename:	Garey
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Union Station (ABD)		
Areaname:	Any Area		
Section :	27	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	272.177		
Locationde:	Not Reported		
Latitude83:	34.047987862		
Longitude8:	-118.234539349		
Gissourcec:	gps		
Comments:	80409099.ssf		
Operatorco:	S6450	Cacountyco:	037
Fieldcode:	804	Areacode:	00
Td:	0		
Site id:	CAOG80000033034		

A5
ESE **OIL_GAS** **CAOG80000033032**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03720787
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	St. James Oil Corp.		
Wellnumber:	6	Leasename:	Garey
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Union Station (ABD)		
Areaname:	Any Area		
Section :	27	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	265.973		
Locationde:	Not Reported		
Latitude83:	34.047952135		
Longitude8:	-118.234543079		
Gissourcec:	gps		
Comments:	80409099.ssf		
Operatorco:	S6450	Cacountyco:	037
Fieldcode:	804	Areacode:	00
Td:	0		
Site id:	CAOG80000033032		

A6
ESE **OIL_GAS** **CAOG80000033030**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03721078
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	St. James Oil Corp.		
Wellnumber:	7	Leasename:	Garey
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Union Station (ABD)		
Areaname:	Any Area		
Section :	27	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	267.342		
Locationde:	Not Reported		
Latitude83:	34.047936938		
Longitude8:	-118.234541563		
Gissourcec:	gps		
Comments:	80409099.ssf		
Operatorco:	S6450	Cacountyco:	037
Fieldcode:	804	Areacode:	00
Td:	0		
Site id:	CAOG80000033030		

A7
ESE **OIL_GAS** **CAOG80000033033**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03720207
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	St. James Oil Corp.		
Wellnumber:	1-C	Leasename:	Garey
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Union Station (ABD)		
Areaname:	Any Area		
Section :	27	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	268.753		
Locationde:	Not Reported		
Latitude83:	34.047962781		
Longitude8:	-118.233963344		
Gissourcec:	gps		
Comments:	80409099.ssf		
Operatorco:	S6450	Cacountyco:	037
Fieldcode:	804	Areacode:	00
Td:	0		
Site id:	CAOG80000033033		

8
SW
1/2 - 1 Mile

OIL_GAS **CAOG80000032979**

Districtnu:	1	Apinumber:	03720494
Activewell:	N	Well type:	OG
Wellsymbol:	DH	Confidenti:	Not Reported
Operatorna:	Chevron U.S.A. Inc.		
Wellnumber:	1	Leasename:	Greyhound Corehole
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Any Field		
Areaname:	Any Area		
Section :	33	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.044523		
Longitude8:	-118.248386		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	C5640	Cacountyco:	037
Fieldcode:	000	Areacode:	00
Td:	0		
Site id:	CAOG80000032979		

9
East
1/2 - 1 Mile

OIL_GAS **CAOG80000033192**

Districtnu:	1	Apinumber:	03725060
Activewell:	N	Well type:	OG
Wellsymbol:	DH	Confidenti:	Not Reported
Operatorna:	Southern California Rapid Transit Dist.		
Wellnumber:	1	Leasename:	Metrorail Unknown
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Any Field		
Areaname:	Any Area		
Section :	27	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.05212		
Longitude8:	-118.230459		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	07970	Cacountyco:	037
Fieldcode:	000	Areacode:	00
Td:	0		
Site id:	CAOG80000033192		

10
NW
1/2 - 1 Mile

OIL_GAS **CAOG80000033298**

Districtnu:	1	Apinumber:	03720785
Activewell:	N	Well type:	OG
Wellsymbol:	DH	Confidenti:	Not Reported
Operatorna:	Phillips Petroleum Co.		
Wellnumber:	1	Leasename:	Civic Center
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	28	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.058311		
Longitude8:	-118.251974		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	A2450	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000033298		

11
SSE
1/2 - 1 Mile

OIL_GAS **CAOG80000032964**

Districtnu:	1	Apinumber:	03705161
Activewell:	N	Well type:	OG
Wellsymbol:	DH	Confidenti:	Not Reported
Operatorna:	Atlantic Richfield Company		
Wellnumber:	1	Leasename:	L.A. River Fee
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Union Station (ABD)		
Areaname:	Any Area		
Section :	34	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.040952		
Longitude8:	-118.237619		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	A4525	Cacountyco:	037
Fieldcode:	804	Areacode:	00
Td:	0		
Site id:	CAOG80000032964		

12
NE
1/2 - 1 Mile

OIL_GAS **CAOG80000033389**

Districtnu:	1	Apinumber:	03720503
Activewell:	N	Well type:	OG
Wellsymbol:	DH	Confidenti:	Not Reported
Operatorna:	Chevron U.S.A. Inc.		
Wellnumber:	1	Leasename:	Miller Corehole
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Any Field		
Areaname:	Any Area		
Section :	27	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.059577		
Longitude8:	-118.229287		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	C5640	Cacountyco:	037
Fieldcode:	000	Areacode:	00
Td:	0		
Site id:	CAOG80000033389		

B13
NNW
1/2 - 1 Mile

OIL_GAS **CAOG80000033903**

Districtnu:	1	Apinumber:	03725599
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Doran Oil Co.		
Wellnumber:	1	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.064672		
Longitude8:	-118.245446		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09554	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000033903		

B14
NNW **OIL_GAS** **CAOG80000033909**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03726140
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Union Consolidated Crude Oil Co.		
Wellnumber:	14	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.064694		
Longitude8:	-118.246055		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	08640	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000033909		

C15
North **OIL_GAS** **CAOG80000034003**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03725634
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	6	Leasename:	Mc Cue
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065137		
Longitude8:	-118.243102		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034003		

C16
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034012**

Districtnu:	1	Apinumber:	03725630
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	7	Leasename:	Mc Cue
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065174		
Longitude8:	-118.242902		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034012		

B17
NNW
1/2 - 1 Mile

OIL_GAS **CAOG80000033926**

Districtnu:	1	Apinumber:	03725969
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Parker Morrell Oil Co.		
Wellnumber:	3	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.06478		
Longitude8:	-118.246144		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09630	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000033926		

B18
NNW **OIL_GAS** **CAOG80000033973**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03725641
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	George Ford		
Wellnumber:	2	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.064968		
Longitude8:	-118.245247		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09573	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000033973		

B19
NNW **OIL_GAS** **CAOG80000033958**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03726018
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Parker Oil Col		
Wellnumber:	5	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.064919		
Longitude8:	-118.245561		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	06661	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000033958		

C20
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034014**

Districtnu:	1	Apinumber:	03725460
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	98	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065183		
Longitude8:	-118.244124		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034014		

C21
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034037**

Districtnu:	1	Apinumber:	03725629
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	9	Leasename:	Mc Cue
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065302		
Longitude8:	-118.242026		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034037		

D22
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034038**

Districtnu:	1	Apinumber:	03725887
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Maier & Zoblein Brewing Co.		
Wellnumber:	1	Leasename:	Eastern Area Drilled 1696
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065307		
Longitude8:	-118.240834		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09610	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034038		

C23
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034027**

Districtnu:	1	Apinumber:	03725466
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	83	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065263		
Longitude8:	-118.243935		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034027		

C24
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034050**

Districtnu:	1	Apinumber:	03719076
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	Nate Bray (G. N.)		
Wellnumber:	2	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065357		
Longitude8:	-118.242392		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	06167	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034050		

B25
NNW
1/2 - 1 Mile

OIL_GAS **CAOG80000033981**

Districtnu:	1	Apinumber:	03726152
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	W. S. Morgan		
Wellnumber:	5	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065007		
Longitude8:	-118.245823		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09661	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000033981		

C26
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034056**

Districtnu:	1	Apinumber:	03719190
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	3	Leasename:	Regal
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.06539		
Longitude8:	-118.243096		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034056		

D27
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034062**

Districtnu:	1	Apinumber:	03719141
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	63	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065411		
Longitude8:	-118.24126		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034062		

C28
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034054**

Districtnu:	1	Apinumber:	03725469
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	71	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065378		
Longitude8:	-118.243433		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034054		

C29
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034063**

Districtnu:	1	Apinumber:	03725633
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	5	Leasename:	Mc Cue
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065415		
Longitude8:	-118.242792		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034063		

C30
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034067**

Districtnu:	1	Apinumber:	03719077
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	Nate Bray (G. N.)		
Wellnumber:	3	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065432		
Longitude8:	-118.242172		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	06167	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034067		

C31
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034046**

Districtnu:	1	Apinumber:	03725461
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	97	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.06533		
Longitude8:	-118.244029		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034046		

32
ENE **OIL_GAS** **CAOG80000033277**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03706277
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	F. F. Hoard		
Wellnumber:	1	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Any Field		
Areaname:	Any Area		
Section :	27	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.055873		
Longitude8:	-118.22645		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02829	Cacountyco:	037
Fieldcode:	000	Areacode:	00
Td:	0		
Site id:	CAOG80000033277		

B33
NNW **OIL_GAS** **CAOG80000033988**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03726154
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	W. S. Morgan		
Wellnumber:	4	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065058		
Longitude8:	-118.245886		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09661	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000033988		

C34
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034066**

Districtnu:	1	Apinumber:	03725636
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	4	Leasename:	Mc Cue
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065429		
Longitude8:	-118.242931		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034066		

D35
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034064**

Districtnu:	1	Apinumber:	03725888
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Maier & Zoblein Brewing Co.		
Wellnumber:	2	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065427		
Longitude8:	-118.240774		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09610	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034064		

B36
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034040**

Districtnu:	1	Apinumber:	03725459
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	99	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065311		
Longitude8:	-118.244489		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034040		

B37
NNW
1/2 - 1 Mile

OIL_GAS **CAOG80000034019**

Districtnu:	1	Apinumber:	03725640
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	George Ford		
Wellnumber:	1	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065202		
Longitude8:	-118.245381		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09573	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034019		

C38
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034075**

Districtnu:	1	Apinumber:	03725627
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	1	Leasename:	Mc Cue
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065481		
Longitude8:	-118.243179		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034075		

B39
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034036**

Districtnu:	1	Apinumber:	03726141
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Union Consolidated Crude Oil Co.		
Wellnumber:	13	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065292		
Longitude8:	-118.244966		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	08640	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034036		

D40
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034080**

Districtnu:	1	Apinumber:	03723858
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	1	Leasename:	Unknown
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065509		
Longitude8:	-118.241098		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034080		

C41
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034074**

Districtnu:	1	Apinumber:	03725471
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	80	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065464		
Longitude8:	-118.243812		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034074		

C42
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034079**

Districtnu:	1	Apinumber:	03725482
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	66	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065502		
Longitude8:	-118.243348		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034079		

C43
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034072**

Districtnu:	1	Apinumber:	03725470
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	90	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065452		
Longitude8:	-118.243953		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034072		

C44
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034081**

Districtnu:	1	Apinumber:	03725468
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	75	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065519		
Longitude8:	-118.243476		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034081		

B45
NNW
1/2 - 1 Mile

OIL_GAS **CAOG80000034016**

Districtnu:	1	Apinumber:	03726139
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Union Consolidated Crude Oil Co.		
Wellnumber:	15	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065185		
Longitude8:	-118.245943		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	08640	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034016		

C46
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034069**

Districtnu:	1	Apinumber:	03725462
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	96	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065445		
Longitude8:	-118.24441		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034069		

B47
NNW
1/2 - 1 Mile

OIL_GAS **CAOG80000034010**

Districtnu:	1	Apinumber:	03725970
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Parker Morrell Oil Co.		
Wellnumber:	2	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065167		
Longitude8:	-118.246079		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09630	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034010		

C48
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034091**

Districtnu:	1	Apinumber:	03725628
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	8	Leasename:	Mc Cue
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065595		
Longitude8:	-118.242541		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034091		

B49
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034070**

Districtnu:	1	Apinumber:	03719155
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	95	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065448		
Longitude8:	-118.244935		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034070		

C50
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034090**

Districtnu:	1	Apinumber:	03725472
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	89	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065591		
Longitude8:	-118.243904		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034090		

D51
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034103**

Districtnu:	1	Apinumber:	03723859
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	2	Leasename:	Unknown
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065665		
Longitude8:	-118.241048		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034103		

C52
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034109**

Districtnu:	1	Apinumber:	03725631
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	2	Leasename:	Regal
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065693		
Longitude8:	-118.242926		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034109		

E53
NNW
1/2 - 1 Mile

OIL_GAS **CAOG80000033619**

Districtnu:	1	Apinumber:	03725043
Activewell:	Y	Well type:	OB
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	L. A. Unified School Dist.		
Wellnumber:	1B	Leasename:	LAUSD
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	365.626		
Locationde:	Not Reported		
Latitude83:	34.063513643		
Longitude8:	-118.250990362		
Gissourcec:	gps		
Comments:	42208049.ssf		
Operatorco:	L0060	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000033619		

B54
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034071**

Districtnu:	1	Apinumber:	03726137
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Union Consolidated Crude Oil Co.		
Wellnumber:	12	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065451		
Longitude8:	-118.245235		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	08640	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034071		

D55
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034101**

Districtnu:	1	Apinumber:	03719022
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	First Chinese Bapt. Church		
Wellnumber:	1	Leasename:	A. F. Hodges
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	345.522		
Locationde:	Not Reported		
Latitude83:	34.065662641		
Longitude8:	-118.239916197		
Gissourcec:	gps		
Comments:	42207148.ssf		
Operatorco:	F1050	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034101		

C56
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034108**

Districtnu:	1	Apinumber:	03725474
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	87	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065692		
Longitude8:	-118.243807		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034108		

C57
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034129**

Districtnu:	1	Apinumber:	03725626
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	1	Leasename:	Regal
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065772		
Longitude8:	-118.242307		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034129		

B58
NNW **OIL_GAS** **CAOG80000034049**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03725968
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Parker Morrell Oil Co.		
Wellnumber:	1	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065348		
Longitude8:	-118.246149		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09630	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034049		

B59
North **OIL_GAS** **CAOG80000034083**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03725463
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	92	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065534		
Longitude8:	-118.245194		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034083		

B60
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034095**

Districtnu:	1	Apinumber:	03725465
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	94	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065617		
Longitude8:	-118.244779		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034095		

D61
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034132**

Districtnu:	1	Apinumber:	03719013
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	Carl B. Breig		
Wellnumber:	2	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065807		
Longitude8:	-118.241592		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01369	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034132		

C62
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034126**

Districtnu:	1	Apinumber:	03719150
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	76	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065757		
Longitude8:	-118.2435		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034126		

C63
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034110**

Districtnu:	1	Apinumber:	03725473
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	88	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065694		
Longitude8:	-118.244262		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034110		

C64
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034131**

Districtnu:	1	Apinumber:	03725481
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	65	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065804		
Longitude8:	-118.24317		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034131		

D65
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034136**

Districtnu:	1	Apinumber:	03719023
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	Henry & Jane Fong		
Wellnumber:	2	Leasename:	A. F. Hodges
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065835		
Longitude8:	-118.240496		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	F1375	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034136		

C66
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034134**

Districtnu:	1	Apinumber:	03725467
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	79	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065829		
Longitude8:	-118.243603		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034134		

F67
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034116**

Districtnu:	1	Apinumber:	03725458
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	93	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065715		
Longitude8:	-118.244724		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034116		

D68
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034143**

Districtnu:	1	Apinumber:	03726082
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Tyler Oil Co.		
Wellnumber:	2	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.06589		
Longitude8:	-118.240985		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09651	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034143		

B69
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034115**

Districtnu:	1	Apinumber:	03719154
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	91	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065712		
Longitude8:	-118.245035		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034115		

C70
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034135**

Districtnu:	1	Apinumber:	03725475
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	86	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065833		
Longitude8:	-118.244186		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034135		

G71
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034153**

Districtnu:	1	Apinumber:	03719078
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	Nate Bray (G. N.)		
Wellnumber:	4	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065973		
Longitude8:	-118.24212		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	06167	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034153		

C72
North **OIL_GAS** **CAOG80000034152**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03725935
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Murrietta		
Wellnumber:	1	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065968		
Longitude8:	-118.242736		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09621	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034152		

B73
NNW **OIL_GAS** **CAOG80000034092**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03726153
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	W. S. Morgan		
Wellnumber:	3	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065602		
Longitude8:	-118.24598		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09661	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034092		

C74
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034149**

Districtnu:	1	Apinumber:	03719151
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	81	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	22	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065948		
Longitude8:	-118.243757		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034149		

F75
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034139**

Districtnu:	1	Apinumber:	03719184
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	1	Leasename:	Front
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065856		
Longitude8:	-118.24467		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034139		

D76
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034146**

Districtnu:	1	Apinumber:	03723883
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	Kenneth & Katherine Manley		
Wellnumber:	1	Leasename:	Lapp
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065934		
Longitude8:	-118.239861		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	M1400	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034146		

F77
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034148**

Districtnu:	1	Apinumber:	03725476
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	84	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065945		
Longitude8:	-118.244105		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034148		

B78
NNW **OIL_GAS** **CAOG80000034098**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03726151
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	W. S. Morgan		
Wellnumber:	2	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065625		
Longitude8:	-118.246165		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09661	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034098		

C79
North **OIL_GAS** **CAOG80000034166**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03725936
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Murrietta		
Wellnumber:	2	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.066078		
Longitude8:	-118.242784		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09621	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034166		

C80
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034165**

Districtnu:	1	Apinumber:	03716585
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	Chevron U.S.A. Inc.		
Wellnumber:	THREE	Leasename:	Core Hole
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.066076		
Longitude8:	-118.243172		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	C5640	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034165		

C81
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034168**

Districtnu:	1	Apinumber:	03725937
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Murrietta		
Wellnumber:	3	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.066111		
Longitude8:	-118.242638		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09621	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034168		

H82
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034150**

Districtnu:	1	Apinumber:	03719024
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	First Chinese Bapt. Church		
Wellnumber:	3	Leasename:	A. F. Hodges
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	350.122		
Locationde:	Not Reported		
Latitude83:	34.065960699		
Longitude8:	-118.23935025		
Gissourcec:	gps		
Comments:	42207148.ssf		
Operatorco:	F1050	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034150		

G83
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034170**

Districtnu:	1	Apinumber:	03725635
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	3	Leasename:	Mc Cue
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.066133		
Longitude8:	-118.242292		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034170		

F84
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034144**

Districtnu:	1	Apinumber:	03725709
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Humphrey Oil Co.		
Wellnumber:	2	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065893		
Longitude8:	-118.245173		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09585	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034144		

F85
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034147**

Districtnu:	1	Apinumber:	03719181
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	1	Leasename:	Back
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065945		
Longitude8:	-118.244903		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034147		

C86
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034171**

Districtnu:	1	Apinumber:	03716584
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	Chevron U.S.A. Inc.		
Wellnumber:	TWO	Leasename:	Core Hole
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.06614		
Longitude8:	-118.242781		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	C5640	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034171		

D87
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034173**

Districtnu:	1	Apinumber:	03725430
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	British Calif. Oil Co.		
Wellnumber:	3	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.066163		
Longitude8:	-118.241205		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	00927	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034173		

88
NNW **OIL_GAS** **CAOG80000033927**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03723921
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	Marland Co.		
Wellnumber:	Unknown	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.064782		
Longitude8:	-118.249406		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	05719	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000033927		

F89
North **OIL_GAS** **CAOG80000034159**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03725523
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Chas. V. Hall		
Wellnumber:	1	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.06602		
Longitude8:	-118.244697		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09541	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034159		

I90
NNW **OIL_GAS** **CAOG80000034128**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03726150
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	W. S. Morgan		
Wellnumber:	1	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.06577		
Longitude8:	-118.246228		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09661	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034128		

G91
North **OIL_GAS** **CAOG80000034181**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03725632
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	2	Leasename:	Mc Cue
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.066207		
Longitude8:	-118.242457		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034181		

C92
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034182**

Districtnu:	1	Apinumber:	03719147
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	72	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.066209		
Longitude8:	-118.242722		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034182		

C93
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034175**

Districtnu:	1	Apinumber:	03725431
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	British Calif. Oil Co.		
Wellnumber:	4	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.06618		
Longitude8:	-118.243417		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	00927	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034175		

G94
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034187**

Districtnu:	1	Apinumber:	03719200
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	13	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.066229		
Longitude8:	-118.241921		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034187		

I95
NNW
1/2 - 1 Mile

OIL_GAS **CAOG80000034102**

Districtnu:	1	Apinumber:	03725455
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	101	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065665		
Longitude8:	-118.246872		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034102		

G96
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034190**

Districtnu:	1	Apinumber:	03719201
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	14	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.066252		
Longitude8:	-118.242178		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034190		

I97
NNW
1/2 - 1 Mile

OIL_GAS **CAOG80000034120**

Districtnu:	1	Apinumber:	03725457
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	102	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065735		
Longitude8:	-118.246621		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034120		

E98
NNW **OIL_GAS** **CAOG80000033761**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03718975
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	Kenneth & Katherine Manley		
Wellnumber:	2	Leasename:	Beaudry Plaza Co
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.064037		
Longitude8:	-118.251309		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	M1400	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000033761		

G99
North **OIL_GAS** **CAOG80000034196**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03719192
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	1-1	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.066318		
Longitude8:	-118.242307		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034196		

D100
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034193**

Districtnu:	1	Apinumber:	03726081
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Tyler Oil Co.		
Wellnumber:	1	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.066283		
Longitude8:	-118.240675		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	09651	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034193		

G101
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034198**

Districtnu:	1	Apinumber:	03719143
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	67	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.066326		
Longitude8:	-118.24245		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034198		

H102
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034167**

Districtnu:	1	Apinumber:	03719186
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	E. A. Doran Oil Co.		
Wellnumber:	1	Leasename:	Murrieta
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.066096		
Longitude8:	-118.238881		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	02333	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034167		

I103
NNW
1/2 - 1 Mile

OIL_GAS **CAOG80000034130**

Districtnu:	1	Apinumber:	03725454
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	103	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065788		
Longitude8:	-118.246719		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034130		

H104
North
1/2 - 1 Mile

OIL_GAS **CAOG80000034179**

Districtnu:	1	Apinumber:	03719012
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	Carl B. Breig		
Wellnumber:	1	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.0662		
Longitude8:	-118.239617		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01369	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034179		

I105
NNW
1/2 - 1 Mile

OIL_GAS **CAOG80000034100**

Districtnu:	1	Apinumber:	03725441
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	116	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065653		
Longitude8:	-118.247355		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034100		

I106
NNW **OIL_GAS** **CAOG80000034121**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03725449
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	C. C. Harris Oil Co.		
Wellnumber:	100	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065742		
Longitude8:	-118.247032		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	01061	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034121		

F107
North **OIL_GAS** **CAOG80000034178**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03700425
Activewell:	N	Well type:	OG
Wellsymbol:	AB	Confidenti:	Not Reported
Operatorna:	The Geotest Co.		
Wellnumber:	1	Leasename:	Bernard
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.066186		
Longitude8:	-118.244793		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	08347	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034178		

108
NNW **OIL_GAS** **CAOG80000034068**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03725957
Activewell:	N	Well type:	OG
Wellsymbol:	AP	Confidenti:	Not Reported
Operatorna:	Oceanic Oil Co.		
Wellnumber:	6	Leasename:	Not Reported
Blmwell:	N	Countyname:	Los Angeles
Fieldname:	Los Angeles City		
Areaname:	Any Area		
Section :	21	Township:	01S
Range:	13W	Basemeridi:	SB
Elevation:	Not Reported		
Locationde:	Not Reported		
Latitude83:	34.065433		
Longitude8:	-118.248181		
Gissourcec:	hud		
Comments:	Not Reported		
Operatorco:	06387	Cacountyco:	037
Fieldcode:	422	Areacode:	00
Td:	0		
Site id:	CAOG80000034068		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
90012	7	0

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Health Services
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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